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Navy News

The Newspaper of The Royal Navy and The Royal Naval Association

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No. 84 JUNE, 1961 Published first Thursday of the month Price Fourpence

H.M.S. Plymouth Commissioned CREW LUNCHEON AT GUILDHALL

THE Lord Mayor of Plymouth, Alderman F. J. Stott, J.P., saw the new frigate bearing the name of the city of which he is civic leader, commissioned at Devonport Dockyard for service with the Fleet, on May 11.

The commissioning service for H.M.S. Plymouth, an anti-submarine frigate of the Rothesay class built at Devonport, was conducted by the Bishop of Plymouth (Dr. Norman Clark, M.A., LL.D.). The ship is commanded by Captain J. C. Cartwright, D.S.C., R.N.

The following day the Lord Mayor and City of Plymouth gave luncheon to the entire ship's company of H.M.S. Plymouth consisting of 200 officers and men at the Guildhall and presented a plaque to the ship.

Armament for this class of ship consists of two 4.5 inch guns in a twin mounting and a single 40 mm. A.A. gun which will eventually be replaced by a SeaCat guided missile launcher and director. For anti-submarine use there are two triple-barrelled mortars, each of which can fire a pattern of projectiles with great accuracy, set to explode at a pre-determined depth. The twin 4.5 inch turret is controlled by an electro-mechanical computer system.

The Plymouth has a standard displacement of about 2,000 tons, a length of 370 feet and a beam of 41 feet. The peace-time complement is 8 officers and 194 men, of whom approximately one-third are technical ratings. The steam turbine machinery, driving twin screws, is of a modern and compact design.

DOMESTIC REFRIGERATORS
Like her sister ships Yarmouth, Rothesay, Londonderry and Rhyll her accommodation is of a high

standard. The messes have bunks which can be collapsed during the daytime to form settees. There are domestic refrigerators in all messes, and the bathrooms have hot and cold showers and stainless steel fittings.

The galley has been planned with special emphasis on cleanliness and all bulkheads and the deckland are lined with aluminium. Special exhaust systems are fitted to each range to ensure that steam and cooking smells are not allowed to penetrate into adjacent compartments.

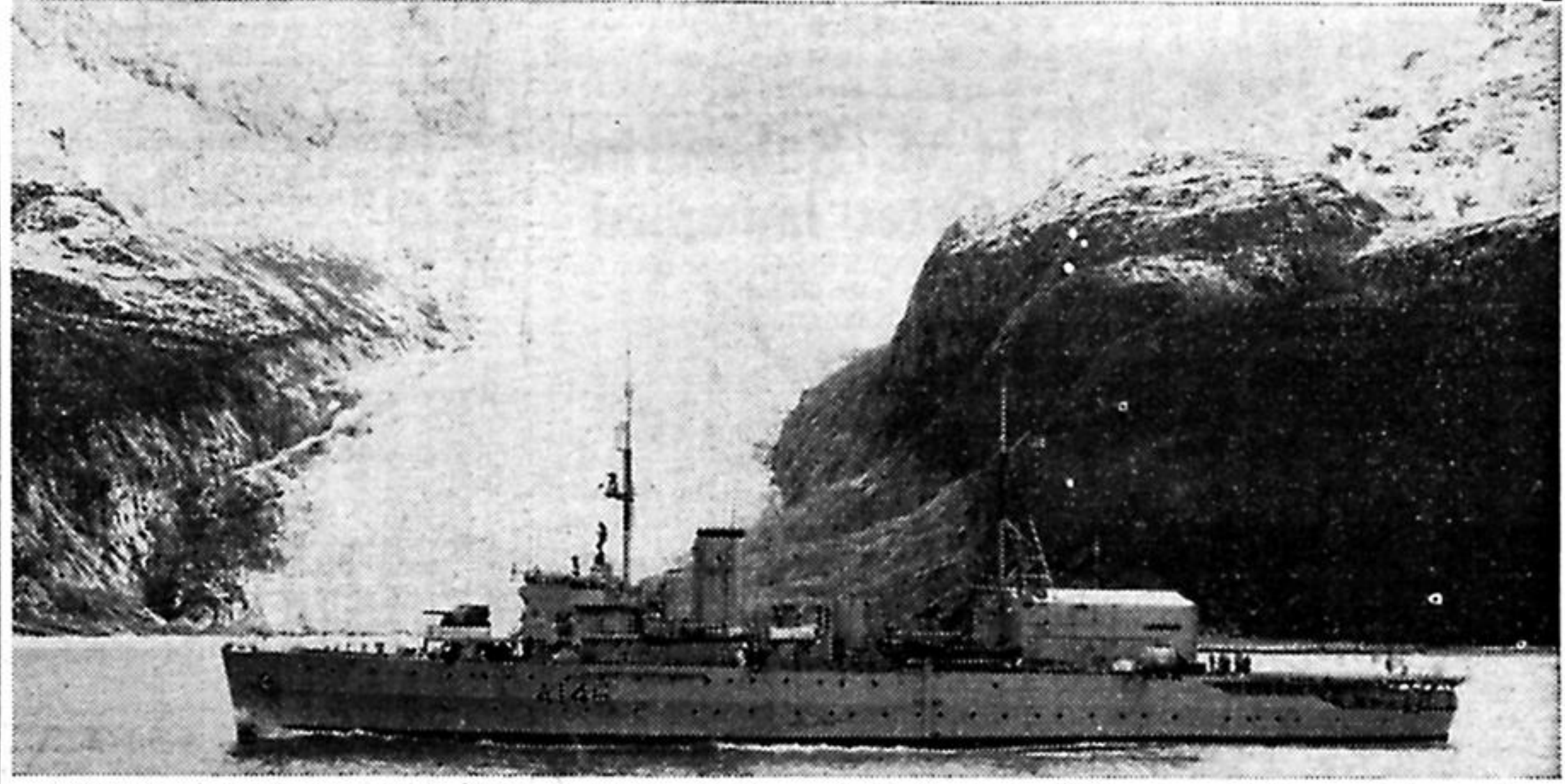
H.M.S. Plymouth was launched by the Right Honourable Nancy, Viscountess Astor, C.H., on July 20, 1959.

SUBMARINE SERVICE HONoured

The Freedom of the Borough of Gosport is to be conferred upon the Submarine Service on July 7.

SYMMETRY

PROTECTOR RETURNS HOME



H.M.S. Protector in the Beagle Channel, Tierra del Fuego. Note the glacier falling down to the sea between the cleft in the rocky, barren coast. (See page 6 for the story of Protector's Commission)

Ashanti trials successful

H.M.S. Ashanti, built by Yarrow and Co. Ltd. as the first ship of the new Tribal Class of General Purpose Frigates, has successfully completed an extensive programme of contractor's sea trials.

The machinery installation is of a novel type with steam and gas turbines geared to the same propeller shaft. The gas turbine provides a high concentration of compact power and is used to supplement the steam power for high-speed work. The gas turbine is also able to develop its full power from cold within a few minutes, providing unprecedented mobility and enabling the ship lying in harbour without steam to get under way instantly in an emergency.

The machinery installation has been designed by the Admiralty in conjunction with the Yarrow-Admiralty Research Department in Glasgow, and the steam and gas turbines for this prototype ship have been supplied by Associated Electrical Industries Ltd.

H.M.S. Ashanti, will shortly begin an extensive series of evaluation trials over a period of six months in all climates. She is the first frigate designed to carry a helicopter for anti-submarine reconnaissance. The new frigate is fitted with Denny Brown stabilisers to reduce rolling in heavy seas and incorporates the most modern standards of habitability.

Italian ships to visit U.K.

TWO Italian warships, the destroyer leader San Giorgio and the destroyer Indomito are to visit Portsmouth and London this month.

The ships arrive at Portsmouth on June 9 and sail on June 12, arriving at Greenwich at 1400 on Tuesday, June 13.

The Royal Naval College, Greenwich, is acting as "host ship" for the London visit and in addition to the official receptions the Italian Admiral and Captains will lunch with the Elder Brethren of Trinity House, the Admiral President of the Royal Naval College and the Mayor and Aldermen of Greenwich.

Italians have shown considerable hospitality to officers and men when the Royal Navy has visited Italian ports and the visits to Portsmouth and London offer opportunities for reciprocation. Private offers of hospitality to officers and ratings should be addressed to Lieutenant-Commander T. W. Gudgeon, R.N. (Tel.: Royal 7641) or to Lieutenant-Commander A. P. Rabbit, R.N. (Tel. Portsmouth 22351, ext. R.N.B. 2096).

Increase in turnover for NAAFI

AT the 40th Annual General Meeting of the Council of the Navy, Army and Air Force Institutes held on May 5, 1961, the Naafi Balance Sheet as at October 29, 1960, and the Profit and Loss Account for the twelve months ended on that date were approved.

The turnover for the year was £57,481,633 compared with £56,538,625 for the previous year—an increase of £943,008, despite the continued reduction in the strength of the Forces.

£10,000 FOR NAVY

After rebate and discount totalling £2,220,633 had been paid to the Services during the year there was a surplus of £221,600. This was increased by bringing in £125,261 from sums provided in previous years to meet liabilities not now required, making

a final surplus for the year of £346,861. After the transfer of £38,836 to development Reserve on Navy Account, and £35,504 to the Staff Pension and Benefit Reserve, and after setting aside £108,360 for payment of extra rebate in the future, a balance of £164,161 remained which, by agreement with the Service Ministries, will be paid to the Navy (£10,000), Army (£95,580) and the R.A.F. (£58,581).

In his address to the Council, Sir William F. Beale, O.B.E., Chairman of the Board of Management, referred to the success of the instalment credit scheme and said: "Sales on instalment credit continue to be extremely popular with both families and unaccompanied Servicemen. The total value of agreements completed for the year to October 29, 1960, was £968,741. While the number of bad debts is still small, there is a tendency for a number of customers to be slow in paying their instalments. We are taking vigorous measures to ensure that this problem is not allowed to become serious."



A "bows-on" photograph of the Royal Navy's latest cruiser—H.M.S. Blake

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Navy News

EDITOR
Lieut. (S) H. R. Berridge, R.N. (Retd.).
Royal Naval Barracks, Portsmouth
Tel.: Portsmouth 22351 (Ext. 72194)

EDITORIAL

MAY 29 to June 4 is Commonwealth Technical Training Week—a week suggested by His Royal Highness The Duke of Edinburgh following his visit to Australia for the Olympic Games in 1956 when he saw a State Apprenticeship Week in operation.

Up and down the country exhibitions have been arranged which show the opportunities available to young people about to start out in life and how the men and women of the future can train themselves to partake of the fruits of their labours and play a worth-while part in the world.

In the words of His Royal Highness, "The first task of Commonwealth Technical Training Week is to draw attention to the need for technical training. Its second job is to convince those parents, teachers, employers and young people who may not have given the subject much thought that it is about time they gave it very serious thought indeed. The third task is to draw the attention of employers, trade unions and technical teachers to the need for bringing the complicated, confused and unco-ordinated system of apprenticeship training up to date, or where no system exists to work out a sensible arrangement quickly."

The Royal Navy is seldom regarded as an employer in the generally accepted sense of the word. Nevertheless, with a "staff" as it were, of nearly 100,000, a world-wide organisation and a growing involvement in advanced technology, it offers many opportunities for a technical career and has important assets as an employer in the high standard of its training programmes and the world-wide nature of its responsibilities.

Next month "Navy News" will contain an article showing what the Royal Navy has to offer—its training possibilities in all branches of the Service. The article will tell of the opportunities in a naval career itself and of how the training received helps a man when he returns to civilian life.

This article will make good reading for the youngster possessing a certain adventurousness of spirit and, at the same time will assist parents to answer questions put to them by their children on the subject of opportunities in the Royal Navy.

NAVY MEN SHARE SALVAGE AWARD

Hazardous operation recalled

AWARDS to officers and ratings ranging from £1 4s. 6d. to £36 12s. 6d. have been authorised to those who were serving in H.M.S. Jewel, H.M.S. Acute and H.M.S. Droxford in March, 1959, when the ships were concerned in the salvage of the German motor vessel Vormann Rass off the Devonshire coast.

Also sharing in the total amount available are members of the crew of a Whirlwind helicopter from R.N. Air Station Culdrose. They receive between £6 13s. 4d. and £44 3s. 4d.

The Vormann Rass was discovered on fire off Start Point by the Droxford (Lieut. A. G. Burns, R.N.), which attempted to fight the blaze. When it was apparent that her efforts would be

unsuccessful, she radioed for the assistance of H.M.S. Jewel, commanded at the time by Cdr. A. R. W. Archibald, R.N., and H.M.S. Acute (Lieut.-Cdr. T. H. E. Baird, R.N.).

H.M.S. Jewel attempted to fight the fire and Acute endeavoured to take the burning ship in tow. Conditions of water and tide made the operation both difficult and dangerous.

When the Culdrose helicopter arrived men and fire-fighting equipment were transferred by air from Acute and subsequently a towing wire was passed from that ship to the German vessel. Flying conditions were extremely difficult and during the winching operation there was a clearance of only ten feet between the foremast of the Vormann Rass and the rotor blades of the Whirlwind. The transfer of a salvage party was afterwards described as a most hazardous operation.

H.M. Submarine Otter launched

THE fifth of the Oberon class submarines was launched and named Otter at the Yard of Messrs. Scotts Shipbuilding and Engineering Co. Ltd., Greenock, on Monday May 15.

The submarine was launched by Mrs. M. A. Sinclair Scott, wife of the chairman of the builders, and the service was conducted by the Rev. D. H. Stewart, Minister of Finlart Church, Greenock.

The Otter has a length of 295 feet 3 inches and a beam of 26 feet 6 inches. She will be propelled by diesel-electric machinery, the diesels being the Admiralty Standard-Range type, and the main electric propulsion generators, main motors and main controlling switch gear being manufactured by the English Electric Company.

Otter will be capable of high underwater speeds and able to maintain continuous submerged patrols in any part of the world.

High standards of accommodation for the six officers and 62 ratings—incorporated in previous submarines of the Oberon class—will be a feature of H.M. Submarine Otter.

BATTLE OF THE ATLANTIC SERVICE

FLYING his flag in the submarine depot ship Forth, the Commander-in-Chief, Plymouth (Admiral Sir Charles Madden, Bt., C.B.), visited Liverpool to be present at the Battle of the Atlantic service held at Liverpool Cathedral on May 7. He afterwards took the salute at a march past in which contingents from the Forth, the R.N.R. and W.R.N.R. and local Sea Cadets took part.

The service at Liverpool Cathedral has been held annually since 1959, when the ship's bell of H.M.S. Liverpool was presented to the Cathedral as a permanent memorial.

Letters to the Editor

Cut lead with service cutlass

SIR,—Re the photograph on page 15 of the May issue of NAVY NEWS. I think I can supply the details. Lieut. Barrett who was considered to be an expert swordsman is cutting a strip of lead (not wood) with a service cutlass. The lady on the right is his wife on whose bare head he also used to slice a raw potato with a cutlass, the potato can be seen on the table. This was long before the Wrens came into existence and the jumper she is wearing is what used to be a Seaman's Drill Frock, Dress No. 6, which was abolished about 1907.

I first knew Lieut. Barrett when, as a Commissioned Gunner, he was in charge of the Naval Pigeon Loft in Clarence Yard early in 1903 (other lofts were at Portland, Gibraltar and Malta) and it was in that year that he was one of the first batch of Commissioned Warrant Officers to be promoted to the rank of Lieutenant.

During the latter half of the First World War he was in charge of the small naval recruiting office just outside of the main gate of Portsmouth dockyard on the Hard.

After the war he was retired and formed and trained a company of Naval Boy Cadets on Clapham Common, London, S.W. I do not know what became of him but presume he has passed away by now.—W. M. PRATT, ex-Chief Yeoman of Signals, Pembroke Dock.

SWORD SWALLOWING ACT

SIR,—With reference to the photograph which appeared on page 15 of the May issue of NAVY NEWS, I would say that it was taken about the end of 1905. I was then an Ordinary Seaman in L.L.B. Portsmouth. At that time Lieut. Barrett frequently gave demonstrations of his skill with a cutlass, including a sword swallowing act. He was assisted by his wife, who

is, I think, the lady appearing in the photograph dressed in, I think, a No. 8 white drill jumper, which was, at that time, included in a seaman's kit. No doubt, there are many others who will recall the scene depicted in the photograph. Wrens of course, were not even thought about at that period of the century.—"OLD TIMER."

'EVANS OF THE BROKE'

SIR,—With the authority and help of his widow and family, I am writing a biography of the late Admiral Lord Mountevans ('Evans of the Broke') for publication by the Oxford University Press.

There may be readers of the NAVY NEWS who have personal recollections of the Admiral. I should be particularly glad to receive any anecdotal reminiscence of him.—REGINALD POUND, Flat 2, 39 Welbeck Street, London, W.1.

A very fine paper

SIR,—Once again it is time for me to renew my next year's supply of "Navy News," and, of course, I always enclose a few lines to you thanking you personally for the pleasure you have given me in reading this very fine paper.

It is surprising how close it keeps a man of long service like myself up to date with the present day Service.

In spite of all this "Space Age" we are coming to, I am sure we shall always have to depend a great deal on the Senior Service.

WILLIAM REID (Ex. C.P.O.), Edinburgh.

P.S.—Please tell me if "Navy News" Albums are still obtainable for these lovely postcard pictures?

(Albums to contain 64 cards are still available, price 8s. 6d., post free.—Editor.)

DRAFTING FORECAST—YOUR NEXT SHIP

Notes: (i) The term U.K. Base Port means the port at which a ship may normally be expected to give leave and refit. Portsmouth (C) indicate ships administered by Portsmouth but which will normally refit and/or give leave at Chatham.

(ii) As ratings are normally detailed for overseas service about four months ahead of commissioning date, and for home service about two months ahead of commissioning date, this should be borne in mind when preferring requests to volunteer to serve in a particular ship.

(iii) It is emphasised that the dates and particulars given below are forecasts only and may have to be changed—perhaps at short notice.

SUBMARINE COMMAND

H.M.S. Talent, June 23, at Malta for service with the 5th Submarine Division

H.M.S. Porpoise, July 1, at Portsmouth for service with the 1st Submarine Squadron

GENERAL

H.M.S. Scarborough, June 6, at Portsmouth for General Service Commission Home/Med (18 months) U.K. Base Port, Portsmouth

H.M.S. Dampier, June 23 at Singapore for Foreign Service (Far East).

H.M.S. Petard, July 4, at Chatham for trials.

815 Squadron, July 4 at R.N. Air Station, Culdrose for Overseas Service (H.M.S. Ark Royal).

706 Squadron, July 4 at R.N. Air Station, Culdrose, for Advanced Flying Training

H.M.S. Dalrymple, July 18, at Devonport for General Service Commission, Middle East/Med. (24 months). U.K. Base Port, Devonport.

H.M.S. Falmouth, July 19, at WallSEND-on-Tyne for Home Sea Service. U.K. Base Port, Devonport. (Normally gives leave and self-maintains at Londonderry.)

H.M.S. Loch Killisport, July 21, at Rosyth for trials. Commissions September 12 for Foreign Service (Far East).

H.M.S. Mull of Kintyre, July 25, at Portsmouth for Home Sea Service (Steaming crew.)

H.M.S. Ursa, July 28, at Malta (under consideration) for trials. Commissions September 29 for General Service Commission Med./Home (18 months). U.K. Base Port, Devonport.

H.M.S. Blake, August, changes to General Service Commission Med./Home (24 months). U.K. Base Port, Devonport.

H.M.S. Vidal, August 9, at Chatham for trials. Commissions September 12 for General Service Commission West Indies (24 months). U.K. Base Port, Portsmouth (C.). (See note.)

H.M.S. Alert, August 10, at Singapore for Foreign Service. (Far East.)

H.M.S. Nimble, August 11, at Devonport for Home Sea Service (Steaming Crew).

H.M.S. Puma, August 22, at Devonport for General Service Commission Home/South America and South Atlantic (20 months) U.K. Base Port, Devonport.

H.M.S. Ashanti, August 22, at Glasgow for Home Sea Service (Trials). April 1962 changes to General Service Commission Middle East/Home (12 months). U.K. Base Port, Devonport.

H.M.S. Dundas, September 5, at Rosyth for trials. Commissions October 31 for Home Sea Service. U.K. Base Port, Devonport.

H.M.S. Bulwark, September 5, at Singapore for Foreign Service (Far East).

H.M.S. Ark Royal, September 12, at Devonport for General Service Commission, Home/Med. (24 months). U.K. Base Port, Devonport.

H.M.S. Corunna, September 21, at Rosyth for trials. Commissions November 30 for General Service Commission Med./Home (24 months). U.K. Base Port, Rosyth.

H.M.S. Lowestoft, September 26, at Glasgow for Home Sea Service. Commissions for General Service Commission Med./Home (16 months) December. U.K. Base Port, Portsmouth (C.). (See note.)

H.M.S. Lock Ruthven, September 27, at Devonport for General Service Commission, Home/Middle East (15 months). U.K. Base Port, Devonport.

H.M.S. Brighton, September 27, at Glasgow for Home Sea Service. Commissions April, 1962, for General Service Commission East of Suez/Home (21 months). U.K. Base Port, Portsmouth.

H.M.S. Virago, September, at Devonport for Home Sea Service. U.K. Base Port, Devonport.

H.M.S. Hardy, October 3, at Chatham for trials. Commissions December 5 for Home Sea Service. U.K. Base Port, Devonport.

819 Squadron, October 4, at R.N. Air Station, Eglinton. Re-equipping.

H.M.S. Aisne, October 10, at Chatham for Trials. Commissions January 9 for General Service Commission Med./Home (24 months). U.K. Base Port, Portsmouth.

814 Squadron, December, at R.N. Air Station, Culdrose, for Overseas Service. (H.M.S. Hermes.)

H.M.S. Hermes, December, at Portsmouth, for General Service Commission, Home/East of Suez (24 months). U.K. Base Port, Portsmouth.

H.M.S. Cavalier, December, at Singapore for Foreign Service (Far East).

H.M.S. Ulster, December, at Devonport for General Service Commission West Indies/Home (21 months). U.K. Base Port, Devonport.

1962

H.M.S. Barrosa, January 2, at Devonport for trials. Commissions April 3 for General Service Commission Home/Med. (24 months). U.K. Base Port, Portsmouth (C.). (See note.)

H.M.S. Nubian, early January, at Portsmouth for trials. Commissions for Home Sea Service June 5. General Service Commission Middle East/Home, August, 1962 (18 months). U.K. Base Port, Portsmouth.

H.M.S. Devonshire, February, at Birkenhead for Home Sea Service Commission for General Service

Commission, July Home/Med. (24 months). U.K. Base Port, Portsmouth.

H.M.S. Tartar, February, at Devonport for trials. Commissions September for General Service Commission Middle East/Home (18 months). U.K. Base Port, Devonport.

H.M.S. Agincourt, February 13, at Portsmouth for trials. Commission May 1 for General Service Commission Home/Med. (24 months). U.K. Base Port, Portsmouth.

847 Squadron, March 6, at R.N. Air Station, Culdrose, for Foreign Service.

801 Squadron, March, at R.N. Air Station, Lossiemouth, for Overseas Service.

H.M.S. Caprice, March, at Singapore, for Foreign Service (Far East).

H.M.S. Gurkha, March, at Southampton, for Home Sea Service. Commissions for General Service Commission May, Middle East/Home (18 months). U.K. Base Port, Rosyth.

H.M.S. Rothesay, March, conversion to Home Sea Service. U.K. Base Port, Portsmouth. (Normally gives leave and self-maintains at Londonderry.)

H.M.S. Rame Head, March, at Chatham, for trials.

H.M.S. Whirlwind, March, at Chatham for General Service Commission Home/W. Indies (24 months). U.K. Base Port, Portsmouth (C.).

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HISTORY OF PORTSMOUTH BARRACKS

IN his "A History of the Royal Naval Barracks, Portsmouth" (Messrs. Gale & Polden, Ltd., Edinburgh Road, Portsmouth, 7s. 6d.), Instr. Lieut. E. J. Dwyer, B.A., Ph.D., R.N., traces the conception of the barracks from the old ships, Victory, Duke of Wellington, Marlborough, Hannibal and Asia, which were used as accommodation ships from after the Napoleonic Wars to the acquisition of the Anglesey barracks from the Army and the eventual building of most of the present-day Naval barracks.

The book devotes a chapter to the serious riots among the Stokers which took place in 1906 and which were recalled when the iron sheeting which had surrounded the parade ground, and which had been erected immediately after the riots, was removed 50 years afterwards when Rear-Admiral J. Y. Thompson, then Commodore of the barracks, in asking permission to remove the sheeting, said: "Nothing occurs on the parade ground of which I have cause to be ashamed and there is plenty going on of which I am proud."

Chapters follow on the Signal School (which was first under the care of a Torpedo Boatswain of H.M.S. Vernon in lieu of a Lieutenant (G) which the Admiralty had originally intended); The Physical Training School; the barracks during the First World War; accommodation problems between the

wars and the setting up of the "Victory" Housing Society, and the work of the men of the barracks, the bomb damage sustained and the effects of the Second World War.

Reference is made to the work of the barracks' Wrens and a chapter is devoted to the post-war years, the Golden Jubilee celebrations on September 30, 1953, and there are Appendices giving details of some of the trophies and pictures in the barracks, notes on the Hulks that formed the General Depot which preceded the building of the barracks and a list of the officers who have been Commandores.

The book will make interesting reading to all those who have ever passed through the Royal Naval Barracks, Portsmouth.

AYCHARBEE

News of other Navies

Norway and Sweden are to build up their navies

(BY DESMOND WETTERN)

UNDER a new £1,100,000,000 budget submitted recently to the Swedish parliament, among various new projects the defence forces are to be increased in a big way.

Six long-range conventional submarines are to be built and about £3½

million will be spent on new guided missiles. Six torpedo boats are also to be built for the navy.

Sweden's neighbour, Norway, is also building up her naval forces, and, as has been mentioned in this column earlier this year, improved training facilities are being made available. Under a new building programme, of which the United States will pay 50 per cent., five destroyer escorts, 15 submarines, five patrol vessels and 31 motor torpedo boats and gunboats are to be completed by 1968. Probably as a part of this programme, West Germany has agreed to sell 15 small submarines to Norway.

EGYPT

From the middle of February the Egyptian Suez Canal Authorities have allowed ships of 36 ft. draft to pass through instead of the previous limitation under which 35½ ft. was the maximum permitted draft.

RUSSIA

The Soviet merchant navy authorities now claim to have a ship in service which relies on purified sea water for drinking purposes.

Salt water is filtered through an apparatus containing polymer-fibres which remove all impurities, including salt. About 110 gallons of salt water can be treated in an hour. Roughly ½ lb. of filtering material is required for every gallon.

The filters can also be used for purifying industrial waste and for the extraction of gold, silver, nickel and copper in suspension in water.

According to Moscow Radio, for the first time in the port's history ships have been entering and leaving Leningrad in mid-winter. This has been partly due to the unusually mild weather and also to the increase in size of the icebreaker fleet.

AUSTRALIA

The second pair of "Whitby" type A/S frigates now building are to be named Derwent and Stuart. Both are reported to have been launched a few weeks ago. Two earlier sister ships, Parramatta and Yarra, are now on trials.

In 1963, when the fixed wing air-

SHIPS OF THE ROYAL NAVY

POSTCARD photographs of the following H.M. Ships may be obtained from the Editor, NAVY NEWS, R.N. Barracks, Portsmouth, price 6d. each, which includes postage.

Theseus, Bulwark, Ocean, Eagle, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Killisport, Diana, Taciturn, Daring, Chevron, Zest, Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Girdle Ness, Maidstone, Newfoundland, Warrior, Britannia, Bermuda, Victorious, Corunna, Alamein, Vigo, Tyne, Jutland, Talent, Palliser, Explorer, Porpoise, Redpole, Gambia, Tiger, Russell, Dainty, Protector, Undine, Defender, Dartington, Carron, Whitby, Eastbourne, Torquay, Mounts Bay, Belfast, Hermes, Armada, Yarmouth, Lion, Hartland Point, Leopard, Token, Chichester, Echo and Loch Fada.

SHIPS OF THE ROYAL NAVY

H.M.S. TENBY

No. 67



H.M.S. Tenby is another of the Whitby Class of anti-submarine frigates named after seaside resorts and coastal towns.

Built by Messrs. Cammell Laird & Co. Ltd., Birkenhead, Tenby, launched in October, 1955, and completed on December 18, 1957, has a displacement of 2,560 tons (full load), is 370 ft. in length (o.a.) and has a beam of 41 ft.

Her armament is two 4.5 in. (twin turret), two 40 mm. Bofors A.A. (twin) and her anti-submarine weapons are two Limbo three-barrelled depth-charge mortars.

Tenby's complement is 152.

The Whitby Class frigates are fitted with the latest equipment for hunting and killing submarines and facilities for directing anti-submarine aircraft.

Commodore the Viscount Kelburn, D.S.C., is to be promoted to Rear-Admiral to date July 7 and is to be Flag Officer, Malta, in succession to Rear-Admiral D. H. F. Hetherington, D.S.C. and two Bars, the appointment to take effect in July, 1961.

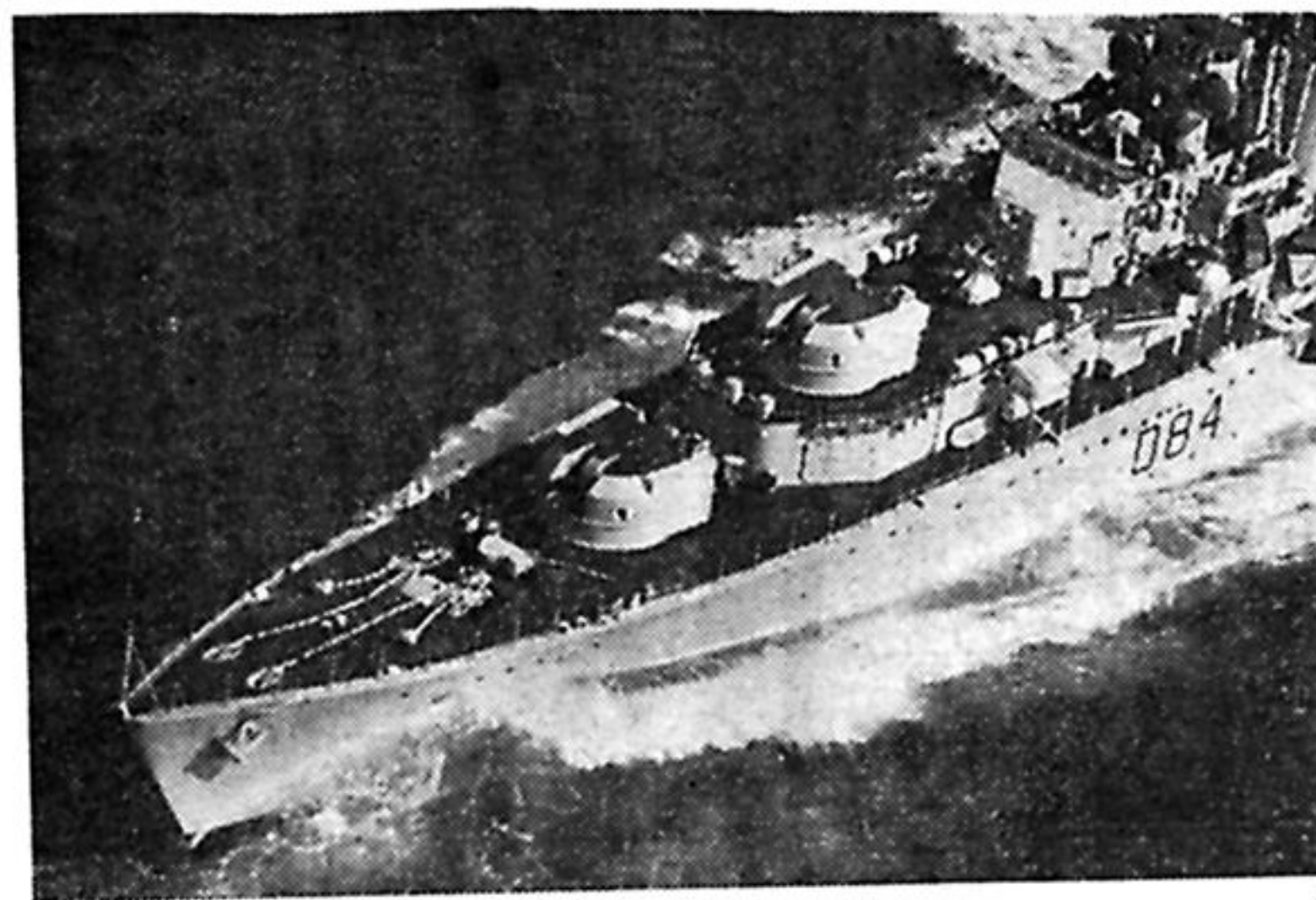


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Churches of the Royal Navy

One of the 'youngest' of chapels

A PERMANENT SANCTUARY IN 'LION'

COMPARED with some of the lofty and magnificent buildings found among Naval chapels ashore, the ship's chapel in H.M.S. Lion makes no pretensions. But all the same, it is a fine chapel revealing at once some of those attributes that symbolise the Godhead itself—peace, beauty and simplicity. At sea and in harbour it is the acknowledged meeting-place on board between Him "whom the heaven of heavens cannot contain" and frail, mortal man in his deepest needs.

Dedicated in honour of St. George, England's patron saint, on September 25, 1960, by the Chaplain of the Fleet (the Ven. John Armstrong, O.B.E., L.Th.) the Lion's chapel is therefore one of the "youngest" of chapels afloat. It is probably also the first of the long line of 11 Lions (which stretches as far back as the Armada), to have a permanent chapel on board.

The chapel of necessity occupies only a relatively small space and it is not large enough to hold the congregation for Divine Service on Sundays, when an alternative and temporary altar is rigged on the spacious quarter-deck or, if the weather is unsuitable,

meet the differing needs of those keeping different watches or duties) and of Holy Baptism.

In the home port of Portsmouth there is a steady demand for christenings on board when, of course, the ship's bell is brought into traditional use as a font.

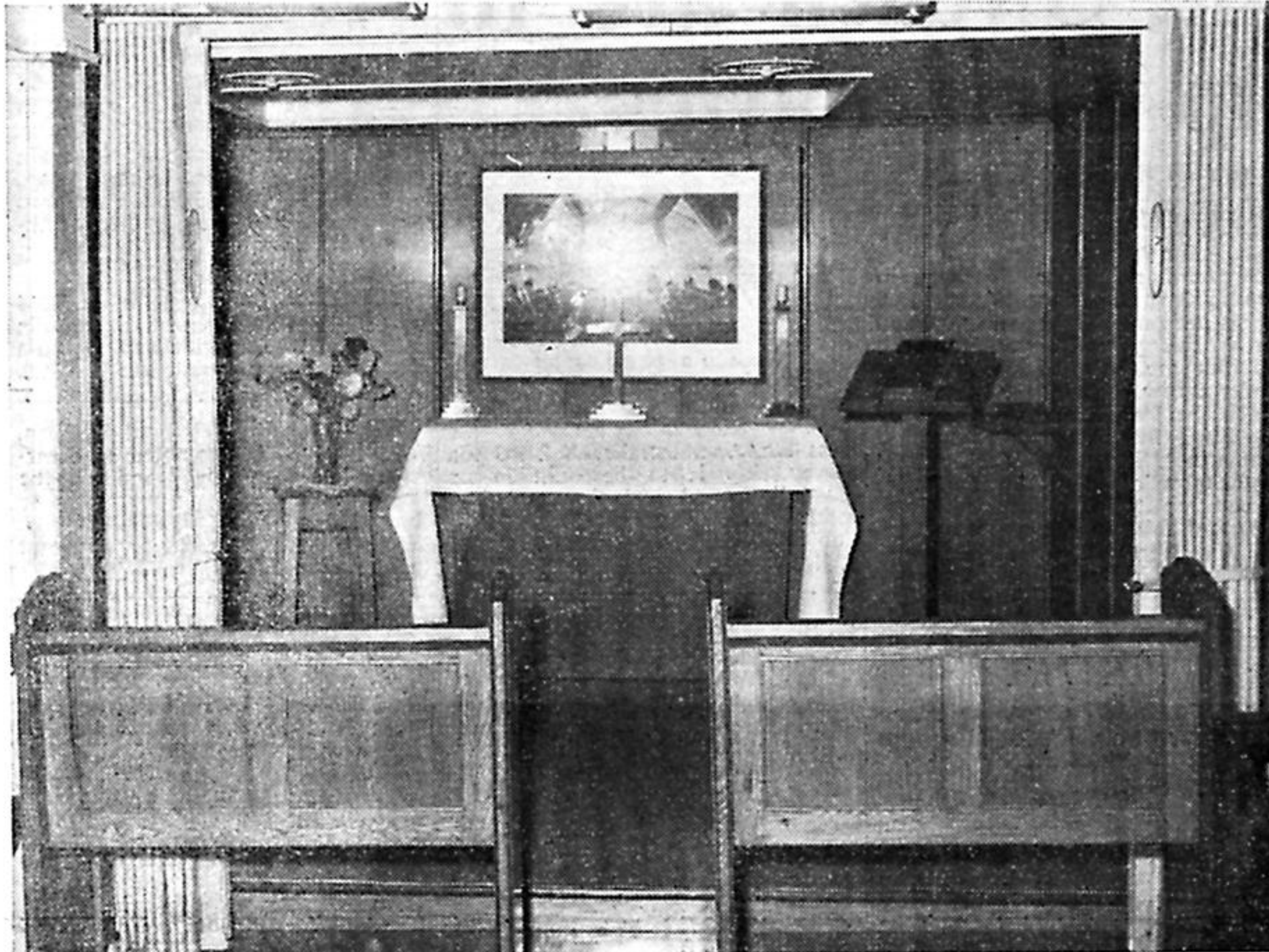
So, in one or more ways, the Chapel ministers to many on board, of various denominations, from the youngest Juniors, perhaps only recently confirmed, to the Admiral who proudly flies his flag in Lion as Flag Officer Flotillas, Mediterranean (Rear Admiral J. F. D. Bush, D.S.C.).

The Lion has a notable chapel win-

Gourock in 1944) on the day of the dedication of the chapel.

The subject of the window is the Biblical (and pre-Biblical) creature "with the body of a lion and the face of a man, full of eyes before and behind, and having six wings." This was suggested by the chaplain (the Rev. George Knight, M.A., R.N.).

The brilliant colours of this window attract the eye for all who pass along the main passageway of the ship which runs past the chapel, and frequently the Chaplain is called upon to "explain" this lion-hearted creature whose symbolism goes far back into antiquity, which finds a place, according to the



The Chapel of St. George in H.M.S. Lion

in one of the ratings' dining halls. On the other hand, it is not a "den" (of lions) but is able, by the use of a section which can be partitioned off as a school-room, to seat up to 25 persons for the services of Holy Communion (three or four celebrations of which are provided every Sunday to

dow, positioned one the port bulkhead of the sanctuary. It was the personal wish of the Captain (Captain J. E. Scotland, D.S.C., Royal Navy) that the chapel should be adorned with a stained-glass window; and the window itself was unveiled by the donor, Lady Edesten (who had launched the ship at

Book of Revelation (ch. 4, v. 6) close to the throne of God.

The chapel also possesses a fine large print of *The Last Supper* by the contemporary artist Salvador Dali. It is positioned on the forward bulkhead immediately above the altar and shows the living Christ on the waters among the boats of the fishermen and at the Last Supper.

Early in May, 1961, when H.M.S. Lion was privileged to escort H.M. the Queen and H.R.H. Prince Philip, Duke of Edinburgh in the Royal Yacht Britannia on the state visit to Italy, the Italian destroyer San Giorgio presented to the Lion a replica of its ship's badge which depicts St. George rescuing the fair princess from the dragon. St. George's chapel in H.M.S. Lion was appropriately chosen to house it.

In a sea-going community in which men, for the performance of tasks laid upon them are taken away from their homes and families for 24 hours a day, seven days a week, sometimes for months on end, the value of a permanent and recognised sanctuary on board, open all day and all night, cannot be over-rated. Asked why he had come to the chapel on receiving bad news from home, a Lion sailor replied: "There is nowhere else to go at a time like this." Truly the Lion chapel is a place where prayer, both "private" and "corporate" is made to Him who "spreadest out the heavens and rulest the raging of the seas."

In Memoriam

Victor Francis Wellington, Leading Electrical Mechanic (A), L/F.949768, H.M.S. Hermes. Died April 27, 1961.

Robert Joseph Errington, Able Seaman, D/J.983736, H.M.S. Dunkirk. Died May 7, 1961.

Robert Andre Knapp, Acting Leading Seaman, P/J.928165, H.M.S. Vernon. Died May 8, 1961.



Rescue in progress. Wrens of R.N. Air Station, Abbotsinch, seen rescuing a "body" during the Civil Defence Course

Wrens tackle Civil Defence

HAVE you ever thought about what you would do if there was another world war? It may not happen in your lifetime but could you tackle the problem if it did?

At Royal Naval Air Station, Abbotsinch, a series of courses have been held for the Wrens to teach them how to combat this major problem.

The first course began on April 18. A small group of Wrens, bewildered, and wondering why they had been "winged," proceeded to the Civil Defence Lecture Room, where they were told how a Local Civil Defence Organisation is run. The six sections, Headquarters, Wardens, Rescue, Ambulance, First Aid and Welfare was explained by Chief Airman Shawcross. This led up to the five stages of rescue and a talk on types of building construction and the way in which buildings collapse.

By this time all the Wrens were most enthusiastic but became a little confused by the next subject—knots. A variety of these, bowline, reef, figure of eight, thumb, hitches and chair knots was mastered with the help of Aircraft Artificer Clark.

The following morning a practical demonstration of fire fighting took place and then each Wren, in turn, put out a fire using a foam, C.O.2, gas and water or carbon tetrachloride extinguisher.

It had been suggested that the Wrens should not take part in an exercise which involved climbing ladders and "rescuing" a dummy from a roof top.

The girls protested at this and were determined that their course should be no different from the men's. They weren't going to be called the weaker sex!

WEAKER SEX!

It was difficult to believe that the girls could ever be called the weaker sex when they were seen in ill-fitting, borrowed overalls steel helmets, carrying tool packs, first-aid packs and stretchers, marching behind their leader to the Civil Defence training ground.

Forty-five minutes was the time limit given to complete the exercise, which was to find three casualties and a supposedly "dead" dummy. These were found among the bushes, in old buildings and again one on the roof top.

The necessary aids were administered and the exercise was completed within the time limit.

This was the climax of the course and the Wrens felt very competent and able to deal with similar situations, although they may not have looked the most expert civil defenders.

In the May issue, page 14, it was stated that the boarding of the German prison ship *Altmark* was by men of H.M.S. Kelly. This error is regretted—the destroyer concerned was, of course, H.M.S. Cossack.

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Strenuous training for S.D. (T.A.S.) Candidates

A "NEW LOOK" COURSE

IN the past those Petty Officer T.A.S.s. who were fully qualified for promotion were drafted to H.M.S. Vernon where they underwent a 28-week technical course, which included six weeks' navigation at H.M.S. Dryad. This produced a well-qualified S.D. (T.A.S.) officer, but it did mean that potential officers were given no leadership training for the upper deck and their selection or rejection as suitable officer material was based only on one brief interview at the beginning of the course.

This was obviously wrong and hardly fair on the candidates themselves and so the whole course has just been completely recast.

The technical course was ruthlessly pruned to 16 weeks and the 6 weeks saved were used to provide a high pressure period of officer indoctrination which would not only be used for general training but would form the basis on which candidates would be selected as suitable officer material before undertaking the long technical course.

The first S.D. Long Course to go through this new Part 1 training is now at H.M.S. Vernon and the Fleet might be interested to hear what is involved. Those qualified were called into Vernon and given a preliminary interview in March and seven were accepted for training and joined H.M.S. Vernon on April 10 this year for this Part 1 of the course.

HIGH-PRESSURE COURSE

This course is divided into two sections: firstly, an intensive advanced general Education Course including mathematics up to the Calculus, written and spoken English, Navigation and Map reading and secondly, a series of exercises designed to bring out the best in those on course and to give an opportunity for the Course Officer to see these men in a variety of circumstances. This whole period is run at very high pressure with signals and divisions before work in the morning and work every evening, and of the five week-ends on course, three

were spent on exercises of one sort or another.

The general education speaks for itself and is designed to give the candidates a solid basis for the technical course and the specialised knowledge where necessary for the various exercises. It was, therefore, after a day's concentrated map reading that the course went up to Stanfold Plain in Norfolk to work with the 1st Battalion, The Duke of Edinburgh's



Cordon and search operation. Searching for hidden arms

Royal Regiment on a major internal security exercise. Each Petty Officer was sent to a section and made to take

charge, and it was soon commonplace to see Petty Officers handling rioting mobs, taking part in cordon and search operations against the most realistically hostile villagers, laying on road blocks and ambushes for armed vehicles and marching fast by compass from one ill-defined spot to another with surprising precision.

NEW FOREST EXERCISE

From Norfolk the course returned for a week in H.M.S. Vernon before taking part in the Royal Naval Barracks Junior Officers Leadership scheme, a week-end's exercise in the New Forest. Each Petty Officer was given a small party of junior rates to look after and all were put down at Lyndhurst with such camping equipment and food as each considered necessary.

About the Forest there were a series



Members of the course at the end of the New Forest exercise

moderate, and the course embarked in a 75 ft. M.F.V. slipped from Vernon pier and having passed uneventfully through the Needles channel set a course for Falmouth.

Whilst in Cornwall the ship normally sailed early in the morning and anchored at dusk, the day being spent in evolutions, bridgework, dummy anchorages and coastal navigation. However, there were two major night exercises.

RADAR STATION RAIDED

At dusk on May 11 two men were landed by dinghy on the Dodman and having been set a series of problems to solve ashore were picked up at 0400 having covered 25 miles on a pitch black night in totally unfamiliar country.

On the following night, again at dusk, two parties of saboteurs were ready to land near the Helford river estuary. Their target was an enemy radar station inland represented by a large Dutch barn loaned to us by its owner. Defending this was a mobile detachment of soldiers from the Duke of Edinburgh's Royal Regiment who had come down all the way from Salisbury to take part.

After a feint landing to confuse the defence, four men were put ashore by dinghy at Nare Point and these forced their way inland up the cliffs while the M.F.V. flying a large French Ensign by way of disguise started up the Helford River with the second party who were subsequently landed by canoe on the densely wooded western bank of Frenchman's Creek.

The first party was arrested and

temporarily delayed but the second assault group not only reached the target undetected but marched off three of the defenders at gun point for the long march round the riverhead in thick fog to where the M.F.V. was waiting to pick them up at first light, without being discovered.

There is no space to tell of crabbing and shark fishing, of being challenged for being inside the 3-mile limit wearing a foreign ensign or of our liaison with the Merchant Navy in Falmouth. In all the party steamed nearly 600 miles in five and a half days in quite perfect weather.

All that now remains is the Final Interview Board and for those who succeed there are then 16 weeks of technical course before promotion. On promotion to Sub-Lieutenant there are then 20 weeks of courses similar to the old sub-lieutenants courses at the various specialist schools and then appointment to the Fleet.

Wakeful gives a party

OFFICERS and men of H.M.S. Wakeful (Cdr. R. B. Knight, R.N.), gave a party to 18 handicapped children from the Coney Hill School for Handicapped Children, Hayes, Kent, on Saturday, May 20.

The children were entertained with films and by a conjurer and were given a splendid tea. Many of the ship's company gave up part of their Whitsun week-end in order to entertain the children.

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How can I save?

Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch?

No catch. And if I had died at any time my

wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Insurance rolled into one.

Supposing you hadn't signed on for 22 years' service?

When I had done my nine years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172* a year when I retire from civilian work at 65.

* For members of the W.R.N.S. the Pension is £149 a year.

Which will you take?

I'm going for the pension because there's another valuable right with it—I can get a cash advance for the full price of a new house. I'm all lined up for a job already, and with an extra pension to look forward to and the wife and family safe in our own home—well, it's the kind of security we all want.

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H.M.S. Protector completes sixth season as Antarctica guard

EXPERIENCE IN BOTTOM OF WORLD

Record catch of trout claimed

H.M.S. Protector, the Royal Navy's Ice Patrol Ship (Capt. D. N. Forbes, D.S.C., R.N.), arrived back at Portsmouth on May 15 after completing her sixth successive season as Guardship of the Falkland Islands Dependencies. In protecting British interests in Antarctic waters, Protector sails from the United Kingdom each year prior to the beginning of the Antarctic summer for the Falkland Islands, which are her southern base.

During the past season Protector has visited all the British Antarctic bases in and adjacent to the Grahamland Peninsula, as well as South Georgia. Since sailing on September 30, 1960, Protector has steamed 35,290 miles and during the 228 days away spent 163 at sea.

On the way to the Antarctic the ship carried out an extensive "flag-showing" cruise throughout the length of Western South America and earned high praise both from the local inhabitants and members of the British communities at the places visited. One of the tasks of the ship has been to assist in the British Antarctic programme by conveying stores and personnel and assisting with the surveying programme with her helicopters. Surveyors on the spot have estimated that with ideal weather con-



A happy party in the S. & S. Mess. The Supply Officer, Lieut.-Cdr. M. K. Burley, is in the background



These elephant seals appear to thrive in these rugged regions. Their size can be judged against Lieut.-Cdr. M. K. Burley, R.N., the ship's Supply Officer, in the foreground

ditions, field work on a survey which would normally take up to a month could be completed in one day using the Protector's helicopters.

FURTHEST SOUTH

This season Protector got as far south as Marguerite Bay in lat. 68° 15' S. and her helicopters flew into the British base on Stonnington Island. This was the first occasion that the ship or her helicopters had ever reached this base. Stonnington Island was the base that the M.V. Krista Dan was trying to reach in February last year with Sir Vivian Fuchs on board but became beset by the ice;

cold, the health of those on board has been remarkably good. There has been a lot of hard work during the season but every opportunity has been taken for exercise, fun and games. The ship reckons that a world record was set up in the Falklands when six of the ship's company spent a day fishing. Their total catch amounted to over 300 lb. of trout, some of which were 11 or 12 pounders. To prove that their story was true some of the trout were brought back to Portsmouth in the ship's refrigerator.

H.M.S. Protector will sail again for her seventh season in the south in October. This time she will be com-

manded by Captain R. H. Graham, M.V.O., D.S.C., R.N. She is to be refitted in Cowes, Isle of Wight.

SILVER JUBILEE THIS YEAR

The fourth ship to carry the name, Protector was completed as a Fast Net-layer and Target Towing Ship in 1936 and is now the oldest regular seagoing ship of the Royal Navy. She will celebrate her "Silver Jubilee" in December this year. During the war she saw service in Northern waters during which time she suffered extensive damage from an aerial torpedo. Displacing some 4,300 tons, her main armament is one twin 4 in.

She was extensively refitted in 1954 for her role as Ice Patrol Ship. This included strengthening her hull against ice, installation of special insulation and internal heating to withstand the coldest weather, improvements in living accommodation and storage space and the building of a hangar and flight deck aft to accommodate two Whirlwind Mark I helicopters.

H.M.S. Tiger recommissions

WHEN the cruiser H.M.S. Tiger recommissioned for service at H.M. Dockyard, Devonport, on May 2, officers of the Royal Leicestershire Regiment—known throughout the Army as "The Tigers"—attended to strengthen the links between the ship and her namesake regiment.

In the last two years officers and men of the regiment have sailed in the cruiser and plaques have been exchanged. The Royal Leicestershire Regiment get their name from the tiger in their crest commemorating long service in India.

Among those attending the commissioning ceremony was Lieut.-General Sir Colin B. Callander, K.C.B., K.B.E., M.C. (Colonel of the Royal Leicestershire Regiment).



Operation "Nameplate." The ship's name picked out in rocks in the Falklands facing Port Stanley. The letters are 40 ft. high and the word is 220 ft. long. The bareness of this inhospitable land is apparent from this picture. Only the people are hospitable

it was reopened by R.R.S. John Biscoe this year.

Opportunity has also been taken on several occasions to land the ship's Royal Marine detachment, who are all well experienced in snow warfare. Whilst ashore at South Georgia, they succeeded in climbing the west peak of Mount Paget, the highest mountain on the island which had never before been climbed or approached within ten miles.

The ship's company, most of whom are volunteers for what is certainly one of the most interesting seagoing commissions today, can number amongst their experiences rounding both Cape Horn and the Cape of Good Hope, transiting the Panama Canal, steaming through the Beagle Channel in Tierra del Fuego, crossing the Equator and the Antarctic Circle, visiting the loneliest island in the world (Tristan da Cunha) as well as visiting many countries in South America and South Africa.

WORLD RECORD CATCH

Many of the ship's company have volunteered for a further season in the south: which presents magnificent opportunities for seeing the multi-farious seal and penguin wild life at close quarters, as well as the wild, breathtaking Antarctic scenery.

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MACHINES AID TO FAIR MOVES

System which can give ratings the draft of their dreams

(BY ACHARBEE)

LAST month I visited the offices of the Commodore, Naval Drafting, at Lythe Hill House, Haslemere, at the invitation of Commodore R. Hart, D.S.O., D.S.C. and Bar, to see just how the organisation works and I must say, first of all, how impressed I was with the care and attention given to the drafting of the men of the Fleet.

No doubt we all have our own ideas of Naval Drafting. If we get the draft of our choice it is a wonderful institution, but if the draft does not come up to our expectations, then it is a soulless place concerned only with putting a square peg in a round hole.

Let me put it on record straight away that every possible care is taken in selecting the first available man on the roster for the job in question. Scrupulous fairness is observed—there is no favouritism at all—the drafting officers are not influenced by rank—only the Board of Admiralty can prevent the right man from going to a job if turn for draft comes along.

PICKING THE RIGHT MAN

To pick the right man—that is the crux of modern drafting. There are many reasons why it is not always possible for the top man on a roster to be sent to a particular job. He may be near to the end of his engagement—he may be sick—he may be temporarily stopped draft because the Family Welfare Authority, after the most stringent inquiries, has informed the Commodore Naval Drafting that his presence at home is "Essential"—there may be a man of exactly similar qualifications who has volunteered for the job.

Thus it is that drafting today is something more than taking the top card from the roster and ordering a man to a particular ship or establishment. Drafting may be considered today as selective—but selective only as far as the first available man, taking all factors into consideration, is sent to a job.

Some 60,000 Draft Orders were issued in 1960 involving the movement of perhaps 45,000 people. These numbers indicate the immensity of the task.

That there are considerable difficulties was obvious. With the constant cry of "more ships to sea" the manpower margin to cover such things as leave, sickness, courses and passage time is extremely small and there is the added problem of a heavy run out of senior ratings, particularly this year. The drafting officers, however, imbued with the criterion that **Fairness in Drafting** must be maintained, try to overcome these difficulties by the most painstaking care.

The drafts are made by the drafting officers themselves. There is no such thing as "H.M.S. Nonsuch, on a General Service Commission, wants six Able Seaman—grab hold of six men and send them." Far from it. In principle what happens is this. A requirement for six Able Seamen is received. The drafting officer calls for the names of all the men on the roster and then, with their cards in front of him, selects the first six due for this type of service, bearing in mind their preference noted on their Drafting Preference Card, date of expiry of engagement, sickness, welfare report and so on as mentioned above.

NO CRYSTAL BALL

Drafting officers are helped today to a great extent by the Drafting Preference Card. Every man must state his drafting preference, and here it should be said that although the Commodore Naval Drafting has been supplied with every modern machine and aid, he has not been supplied with a crystal ball. If men are to obtain the draft they wish it is essential that (a) their preference must be kept up to date—marriage to a Scottish lass may alter a man's wish to go to Portland, but unless the man tells the Drafting Authority he may find himself drafted to Portland when he could just as easily have been drafted to Rosyth and (b) men should make a note of their preference and remember it. I was shown cases of men complaining about a draft to a specific place and yet that place was their first choice! They had forgotten.

Once a draft order has been issued it is too late to try and amend one's drafting preference and expect that draft to be changed. As the Commodore put it: "The drafting preference is the responsibility of the men them-

selves. We will always try to meet their wishes as stated on their card."

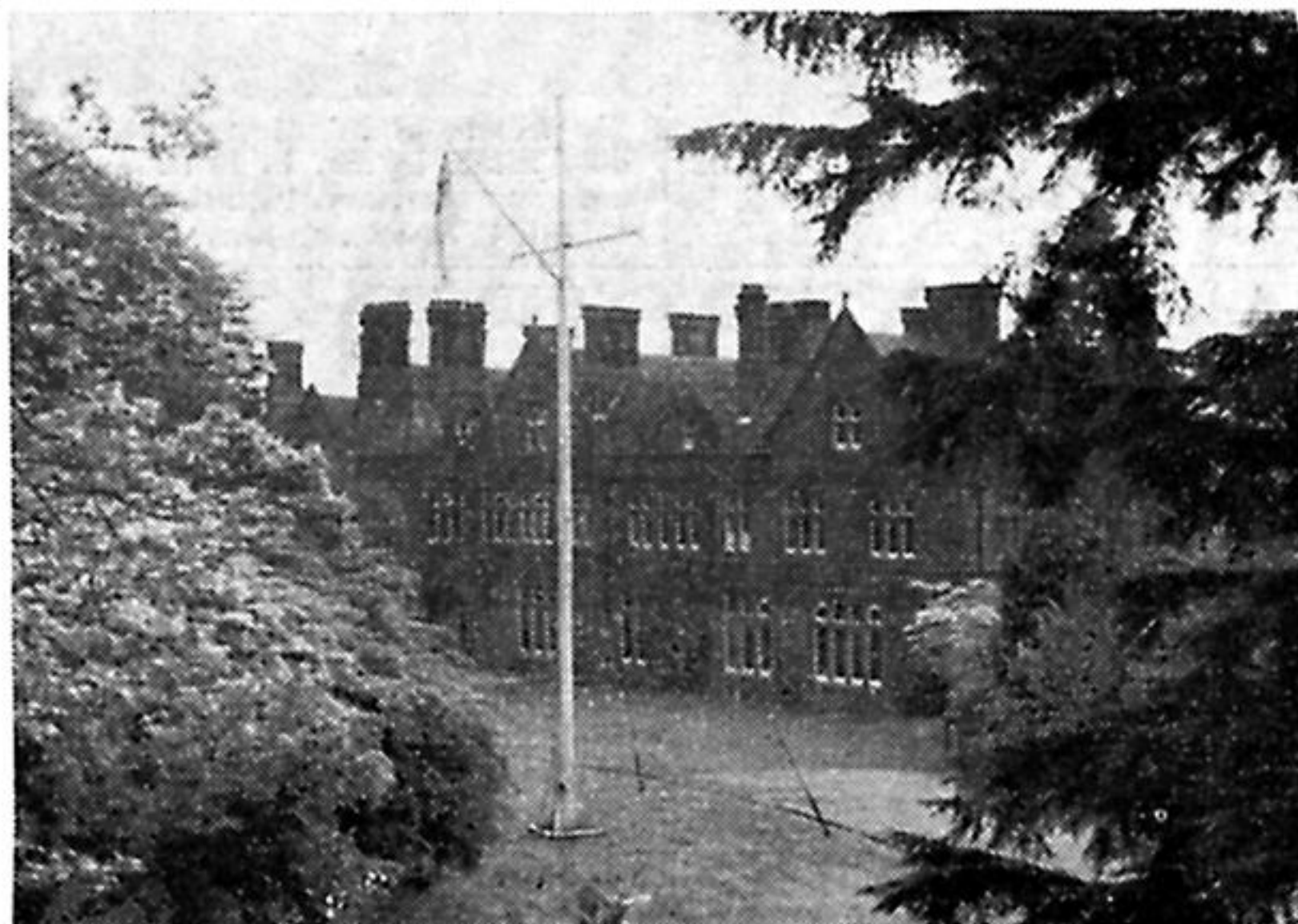
I was told of a case in which the captain of a frigate thanked the Drafting Authority for assistance given and which stated that "All the ratings have received the draft of their dreams, with one exception and he wasn't too disappointed." Such a desirable state of affairs cannot always be achieved, but it is something that the drafting officers always try to reach, and men can help themselves very much by keeping their drafting preference up to date.

USE OF MACHINES

I mentioned just now that the drafting officer called for the names of all the men on the appropriate roster. This is where the expensive machines used in the drafting authority come into use. They are an aid to fair drafting. It is not possible, deliberately or otherwise, to lose a card and if, for example, the

effort is made to obtain a volunteer, but in the event of one not being forthcoming, the man drafted is told the reason for the short notice.

To men who are fortunate enough to have no marital troubles, sickness of wives and families, and so on, the Family Welfare cases are probably the biggest bone of contention within the Navy. When a man is really in trouble the Commodore Naval Drafting will do all within his power to assist by compassionate drafting, but he has to be assured by the Welfare Authority that a man's presence at home is necessary before he will send someone else on draft out of turn. The most stringent inquiries are made before family troubles are allowed to alter a man's drafting position and if another man is adversely affected because of a fellow rating's misfortunes perhaps the man so affected will reflect and thank his lucky stars he is not in trouble himself.



Lythe Hill House, Haslemere, the "Home of Naval Drafting"

drafting officer wishes to know the names of all petty officer writers who are married and have expressed a preference for draft to Malta, then the machines will produce every man fulfilling those conditions. With those names in front of him the drafting officer knows he is considering every possible man. Thus fairness is achieved. Naturally it is not always possible to give every man the draft he desires but one of the aims of the Commodore Naval Drafting is to see that over their careers to complete time for pension in the service each man of a particular branch gets approximately the same amount of the various kinds of drafts.

Another point the Commodore made was that now that the Navy has withdrawn from various places the number of preference billets are smaller and it is even more essential that men who had selected places where the Navy does not operate should revise their preferences.

NOTICE OF DRAFT

Four months notice is given of drafts to Overseas Service and six to nine weeks for Home Sea Service and Port Service. In these days of manpower shortages it is directly in the interest of efficient drafting for men to spend as little time as possible on passage or waiting transit. Once detailed by the drafting officer, however, the timely arrival of your relief and your timely arrival home is the responsibility of the Movements Organisation and not Commodore Naval Drafting.

PIER-HEAD JUMPS

One other point the Commodore mentioned was "Pier-head jumps." Even when every possible care is taken it sometimes occurs that a man has to be drafted to a ship or establishment at very short notice. Another man may have been taken ill or a welfare report is received necessitating removing a man from a draft and the vacant draft has to be filled. Invariably a volunteer is selected if one is available, and every

if he was, however, he could rest assured that he would also be treated in just as sympathetic a manner.

CONFIDENCE IN DRAFTING

If it was possible for men to visit the Naval Drafting Authority I am sure that each and every one would have confidence in the fairness of the drafting system. It is not a question of pushing buttons A, B and C and out comes a draft order, complete with a cap tally—for Leading Seaman X, Y or Z.

The drafting officers are drafting men—men with families, worries, problems—men wanting to go to sea—men wanting to qualify themselves for advancement—and they are always conscious of these facts and of their responsibilities, but no one can please all the people all the time.

Ratings can help in some ways. As I stated before they should always see that their drafting preference is up to date; if intending to re-engage they should give early notice of their intention, for by doing so it helps Commodore Naval Drafting and helps to improve the drafting cycle; where a specialist qualification is necessary for advancement and/or Scale "A" pay, men should keep "in touch" with their specialist duties even if temporarily, they are being employed on some extraneous job. A word to one's divisional officer is never out of place.

ADVANCEMENT

I mentioned advancement just now. The new "points" system brought into force last year is working well, and with the improvement in education among new entries which the drafting officers tell me is apparent, it behoves every man desirous of obtaining advancement to take advantage of the various facilities which exist. Because of the reduction in numbers and the overbearing of senior rates in certain branches, advancement has been slow, but many senior ratings are now about to leave the Service and, in these



Commodore R. Hart, D.S.O., D.S.C.,* is responsible for 60,000 draft orders in a year

branches, there is likely to be much faster advancement than for a good number of years.

LYTHE HILL HOUSE

A word about Lythe Hill House, Haslemere, the home of naval drafting, would not, I feel, be out of place, for it has certain naval connections. The present house was built as recently as 1868 on the site of Denbigh House which was built by the Rev. James Fielding at the beginning of the nineteenth century. The Rev. James Fielding was a descendant of Sir William Fielding who commanded the fleet sent to relieve the French town of Rochelle during its blockade by Richelieu in 1628. Sir William was created Earl of Denbigh in 1662 and was later killed in the civil war.

The Rev. James Fielding died in 1817, and an acre of his land, part of the Haste Hill Estate, was bought by the Admiralty who built a signal station there. The first R.N. personnel appointed were Lieut. Daniel Carpenter and an assistant named John Pollard in March, 1822. The signal station remained until December 31, 1847.

Other owners between 1847 and 1940 were a Mr. Hodgson from 1864 to 1894, after which year Lythe Hill House was let furnished to a succession of tenants on short leases, among them Lord Howard de Walden and in 1902 Mr. Richard Garton (of H.P. Sauce fame) became the owner of the house.

In 1940 the Navy came back to the area. Lythe Hill House was requisitioned for use by the W.T. Experimental Department and in April, 1941, became A.S.R.E.

When A.S.R.E. moved to Portsmouth Hill in the post-war years Lythe Hill House again became vacant, until, in April, 1957, it became the home of the new Centralised Drafting Organisation and so to the present Commodore Naval Drafting.

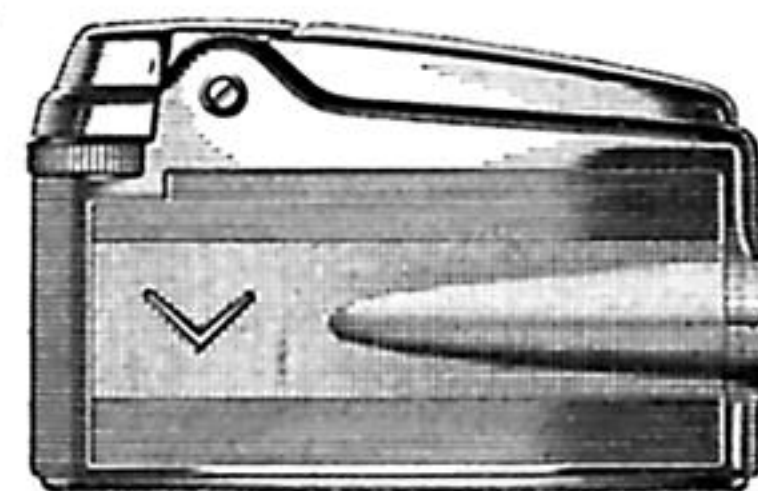
A MARRIAGE HAS BEEN ARRANGED

"THERE is a requirement at ... for an E.R.A. (B.M.) (I.C.E.) with refrigerating machinery experience. Additionally, he should hold a current U.K. driving licence, an Admiralty driving licence and preferably be married. "This billet is for eighteen months and relief is required in September, 1961."

The Drafting Authority found a bachelor E.R.A. (B.M.) on a current I.C.E. Course who was due for Overseas Service at the right time. He held a current driving licence and arrangements were made for him to take an Admiralty driving test and a Refrigeration Course.

To meet the preference for accompanied ratings, a marriage has been arranged for August 12—allowing the rating a combined 14-day F.S.L. and honeymoon before passage!

Something to write home about!



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Branch officials and guests at Portland's "house-warming party". Left to right: Mr. Babb, Lieut. A. Heron, R.N. (ret.) (president), Mrs. Heron, Capt. J. Adams, M.V.O., R.N., Mr. T. W. Hair (chairman), Rear-Admiral H. E. Morse, D.S.O., R.N., Mrs. Attwooll, Mrs. Bedder, Mr. Attwooll, Mrs. Pound, Capt. G. D. Pound, D.S.C., R.N., the Rev. W. L. J. Bedder (chaplain)

'House-warming party' at Portland

BRANCH HAS NEW HEADQUARTERS

THE April meeting of the Portland branch of the Royal Naval Association, which was held in its new headquarters at the R.N. Sailing Centre, Castle-town, Portland, took the form of a "housewarming party."

Over 100 were present at the clubhouse, which has been recently lent to the Portland branch, and the "house-warming" was held in order that the branch could express its thanks to the naval authorities for their gesture.

The chairman of the branch, Shipmate T. W. Hair, in welcoming the guests expressed the thanks of all the Portland members for the help and assistance given by the naval authorities. He also extended a most cordial welcome to Rear-Admiral H. E. Morse, D.S.O., who had recently joined the Portland branch as a full member and was attending his first meeting.

The guests included Capt. G. D. Pound, D.S.C., R.N., and Mrs. Pound; Capt. J. H. Adams, M.V.O., R.N.; the Reverend W. Lewis J. Bedder

(branch chaplain) and Mrs. Bedder; Lieut. T. C. Davidson (president, Weymouth branch, R.N.A.) and Mrs. Davidson; and Lieut. Wyatt, H.M.S. Osprey.

A bouquet of flowers was presented to Mrs. Pound by Mrs. Heron, wife of Lieut. A. Heron, R.N. (ret.), branch president, on behalf of the Portland branch.

Silver spoons were presented to Shipmate S. J. Barnes for the highest individual score and to Shipmate K. Stone for the highest aggregate score in the competition rifle shooting matches, and, after the future programme of events had been announced, the remainder of the evening was of a social nature.

Songs were given by Mrs. Attwooll and Shipmate Buckle entertained the

R.N.A. NEWS

company with his piano accordion, refreshments being served by the ladies of the Ways and Means Committee.

Admiral Sir Caspar John, the First Sea Lord, was received in audience by Pope John during his visit to Italy.

21 Years' Service GOLD WATCH FOR SECRETARY

It is with great pleasure that I give to your friend and Bromley's friend this presentation, which will forever remind him of his numerous friends at the Naval Club."

With these words, the Mayor of Bromley, Alderman R. N. Allen, J.P., presented a gold watch to Mr. F. Brockman at a ceremony held at the Naval Club to mark his 21 years as honorary secretary of the club. The Mayor said that it was rare to get anyone to take on a voluntary job and now that Mr. Brockman had retired as secretary he was to take on the presidency. It was the hope of all present that this would continue for another 21 years.

Earlier, the guests, who included the Mayoress, Captain B. J. Finnie, M.C., the Hon. Mrs. A. Stopford and several representatives of breweries, were greeted by buglers of the Sea Cadet Corps and were accorded thunderous applause when they entered the club.

A telegram was received from Vice-Admiral Monroe, retiring president

who was to have made the presentation, wishing Mr. Brockman well in his new appointment and expressing his disappointment at being too ill to attend.

Introducing the Mayor, Mrs. Stopford, whose late husband was a past president of the club, said how happy her husband had always been to be associated with Fred Brockman.

In his reply, Mr. Brockman thanked the members and appealed for more ex-naval men to come forward and join the club. He went on: "There will always be a warm welcome for serving members but there must be hundreds of ex-naval men who would find some pleasure in the club, if only they knew of its existence. Through your new secretary, Mr. Bob Anderson, you must endeavour to bring the club to their notice."



The Mayor of Bromley at the Naval Club, Bromley, when he presented a gold watch to Mr. F. Brockman at a ceremony to mark his 21 years as honorary secretary. Picture shows, left to right: the Hon. Mrs. A. Stopford, Mr. F. Brockman, the Mayor, the Mayoress, Capt. B. J. Finnie, M.C.

A TRIP AROUND THE BRANCHES

PRESSURE on our space has meant that several branches who have forwarded reports of their activities have had to be left out. Excerpts from some of these branches follow.

Wear branch have been running mid-week dances, and these have proved very popular. Blackhall and Seaham have visited Wear and from all accounts have thoroughly enjoyed their visits.

One hundred and one sat down at Finsbury's annual dinner and a right royal time they had. Branches which have visited Finsbury have been West Ham, Stanmore and Elstree, Wembley, Edgware, Thame and Durham.

Among the outings arranged by the West Ham branch are the Jutland Rally at Chatham on Whit-Sunday and a visit to Clacton branch on August Sunday. A few serving members have visited the club and West Ham would like to see even more.

It does not seem to be generally realised that men now serving are entitled to join the Royal Naval Association.

NEWTON ABBOT

Newton Abbot branch held its fourth Annual Dinner and Dance on April 15 and about 120 members and friends attended. The M.C. was Mr. W. C. Moss, the guest of honour was Capt. Nelson Clover and also present were Mr. H. H. Gribbon, chairman of the Newton Abbot Urban District Council, and Mrs. Gribbon, and Capt. E. C. Fenton, R.N., president of the branch, and Mrs. Fenton.

The branch was represented, with

Standard, at the Bridgwater Standard dedication ceremony. The Ladies' Section held a very successful jumble sale on April 24.

The St. Austell branch completed its first ten years on April 26. The Welfare Officer and vice-chairman expresses his, and the branch's, thanks to the Royal Naval Benevolent Trust for its help during the past ten years. This branch is awaiting a visit from the Cornwall branch of the Royal Marine Association. There is always a battle royal when this branch visits St. Austell at the dart board. At the moment honours are even. There is always a warm welcome at the R.N.A. Club, Porthpean Road, St. Austell, for visitors.

NEWCASTLE

It would appear from the reports received that the Newcastle and Gateshead branch members are enjoying themselves. At the Annual General Meeting the secretary's report was a glowing account of the past year's activities. The dance in H.M.S. Calliope was a huge success—over 250 people being present.

At a near-by R.A.F. station a 22 shoot was arranged—R.N. Association, Royal Air Force and Vickers-Armstrong. The Association was third and Gunners and Gunners' Mates were heard to mutter "Now, if only these were 6 in.—we'd show them."

DARTFORD'S 'NOBLE FEW' REWARDED

APPROXIMATELY 25 shipmates of the Dartford Branch of the Royal Naval Association were present on May 8 when the area trophy for the branch judged to have shown most effort in association affairs was brought to the branch headquarters.

The presentation was made by Shipmate Dykes, the Area vice-chairman, who expressed his pleasure at being able to offer this cup to a branch that for some years appeared to have lost its bearings and was floundering.

Shipmate Collier, the vice-president of the branch, said how delighted he was to find that at last there was some reward for the great efforts of the noble few who had carried on for so long to revive the branch at Dartford. Great credit was due to the untiring and long suffering secretary, Shipmate John Waterman, without whose help this could not have been possible.

The No. 2 Area hon. secretary also

offered congratulations to Dartford from all other branches in No. 2 Area, but warned them that there were 40 branches in the Area and quite a few would be on to their tail to take this cup away, particularly Whitstable, who had it for two years.

The evening was a happy occasion, especially as the cup, being filled with a couple of bottles of the "real stuff," was passed around. Even the three newly-joined shipmates got their sippers, and a trip round the buoy.

The evening's refreshments as well as the filling of the cup, was due to the kindness of mine host of the Plough and the "Don Murray Trophy" now holds a place of honour, for any shipmate passing through Dartford, to see!

The branch treasurer gave a very satisfactory report of the state of branch finance, and in closing Shipmate Overy, branch chairman, thanked all concerned particularly Shipmate Jack Lee and Shipmate Dinnon for providing a grand evening.

At the 14th Annual Dinner success was ensured from the first minute. As soup was being served a telegram was brought in from the Queen thanking shipmates for their loyal message and wishing those present a happy evening. Visits are being made to Seaham and to Consett and also to the Royal Marine Association (Tyneside branch).

Shipmate Finch, of Newcastle branch, sent the editor a letter from Shipmate Cook, whose son won his way to the semi-finals of the Schools A.B.A. Young Cook is at the Royal Hospital School, Holbrook. He did not win a title but he showed great spirit and determination.

CHEAM AND WORCESTER PARK

Two long reports have been received from the Cheam and Worcester Park branch. This branch has launched a Benevolent Fund with the idea of assisting needy branch members with an immediate grant and help over a maximum period of ten weeks until the Royal Naval Benevolent Trust can be contacted.

Membership of the branch increased during the preceding 12 months and the branch won the "Membership Cup" for the second year running.

The branch has enlisted the support of the local newspaper and the publicity received via reports and photographs is having the desired effect.

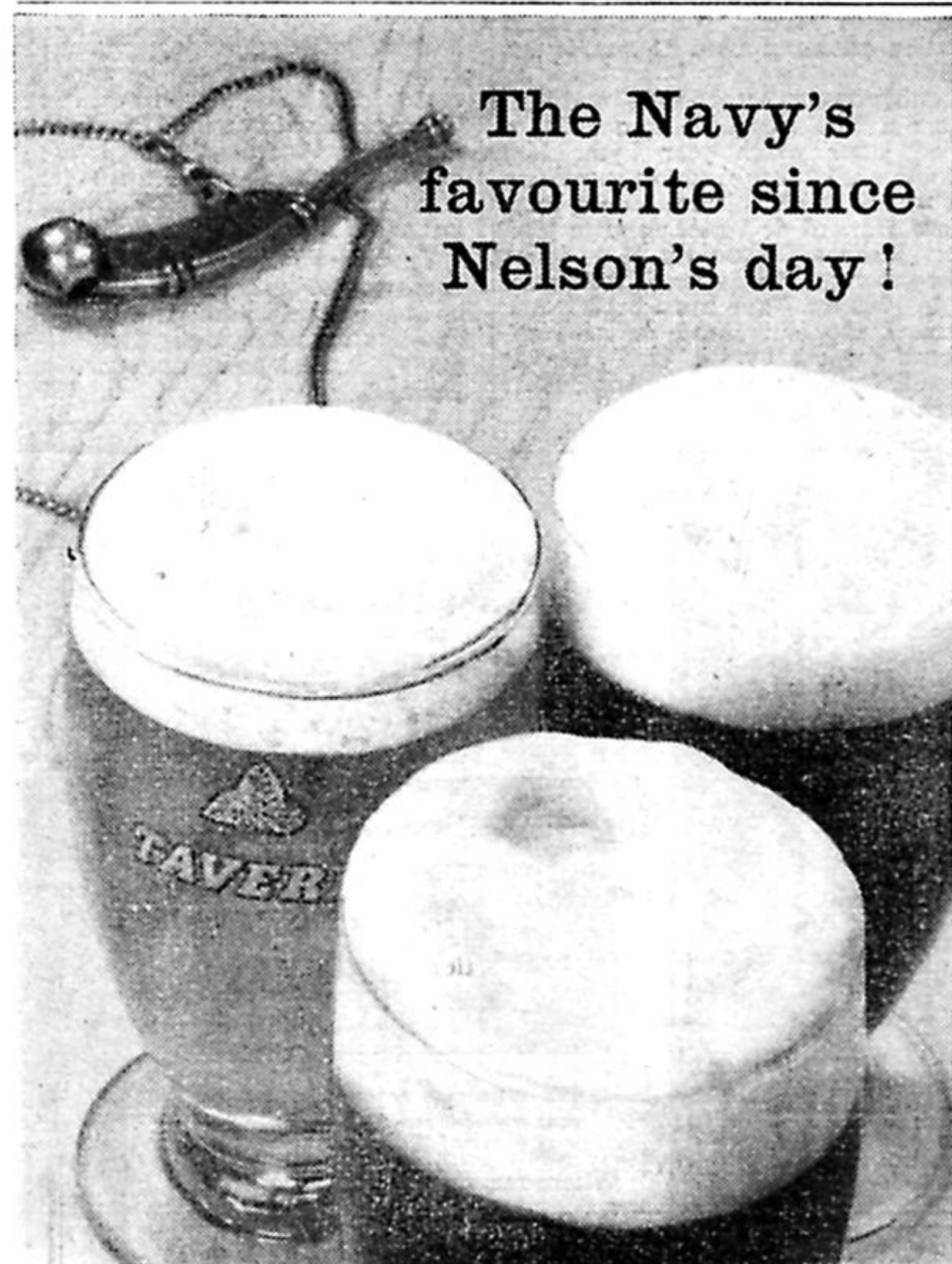
The annual outing this year is on June 11 when the members go to Eastbourne branch, and they are looking forward to an enjoyable day and a return match of bowls. The Summer Dance is being held on June 17 and later on in the year there will be the annual "Stag" outing.

BULWARK AT HONG KONG

WITH 42 Commando Royal Marines embarked the Royal Navy's commando carrier H.M.S. Bulwark visited the South Vietnam port of Cap St. Jacques during her passage to Hong Kong.

The Bulwark, commanded by Capt. R. D. Franks, D.S.O., O.B.E., D.S.C., R.N., sailed from Singapore on May 11 after taking part in Pony Express, the largest ever S.E.A.T.O. exercise in the Far East. She arrived for her visit to Cap St. Jacques on May 16 and afterwards sailed for Hong Kong where she arrived on May 30.

The Bulwark went to South Vietnam in accordance with arrangements made some time ago.



SIMONDS BEERS

BREWED TO PERFECTION

Simonds beers have been enjoyed and appreciated since Nelson stood on the quarterdeck, and today, the top favourites in the Navy are Tavern Ale, Milk Stout and Berry Brown. They're good, strong beers—all of them! Have some today!

A Terror on the bridge

SAINTES' TRAVELS TO DATE

H.M.S. Saintes, having completed about one half of the foreign leg of her General Service Commission, it seems appropriate to recall her activities to date.

After the Portland work-up, followed by a cool 10,000 miles during the month of September, H.M.S. Saintes (Cdr. M. J. Porter, R.N.) sailed from Plymouth on Trafalgar Day, October 21, 1960. Even the Chief E.R.A.'s plea that his Oggies had not yet been harvested was of no avail.

There were three new members of the ship's company: a brace of kittens and Alphonse, the pet skunk (P./J. 4711). The latter had made a great hit with the Press by biting the navigator to the bone of his index finger just outside Buckingham Palace. He is now, of his own choice, accommodated under the floorboards on the bridge, and, being a nocturnal gentleman, turns out at 1800 and in at 0600. A reign of terror exists on the bridge at night.

Saintes met the Mediterranean at Gibraltar, which the ship's company always enjoy revisiting. For some there are M.F.V. trips to Tangier; those with passports may visit Spain, which always seems to be enjoying either a fiesta or a siesta, whilst Gibraltar itself is very much alive. The Saintes Sinners, a ship's band, broadcast at Gibraltar and plays ashore regularly whenever the ship is in.

THE FRENCH RIVIERA

From Gibraltar Saintes ventured on to Malaga, in southern Spain, and thence to Toulon for N.A.T.O. exer-



Alphonse, a pet skunk and the mascot of H.M.S. Saintes. He lives under the floorboards on the bridge and had his smell removed painlessly at an early age.

cised for long periods in the practice areas, and here operates in close co-operation with the Army, Royal Air Force and our own Fleet Air Arm and submarines. One of the achievements has been the winning of the Fleet Bombardment Trophy, whilst on the sports field the ship's soccer team won the competition for ships of the Mediterranean Fleet.

Christmas was spent at Malta, and on Boxing Day there was a First Destroyer Squadron "Round Manoel Island Race." Manoel Island is where



H.M.S. Saintes' soccer team, winners of the Group II soccer trophy for sea-going ships of the Mediterranean Fleet

cises. Toulon is close to the big summer resorts of Nice and Cannes, and most of the ship's company found it expensive as a result. A good liaison was formed with the French Navy, and by some with the civilian population ashore. During the periods in harbour there were opportunities to go on bus tours to Monte Carlo, where people lost or spent all their money, and a perfume factory at Grasse where they could have bought the ladies at home some scent if they had not first been to Monte Carlo.

AND SO TO MALTA

It was not long before Saintes arrived at Malta. She has since exer-

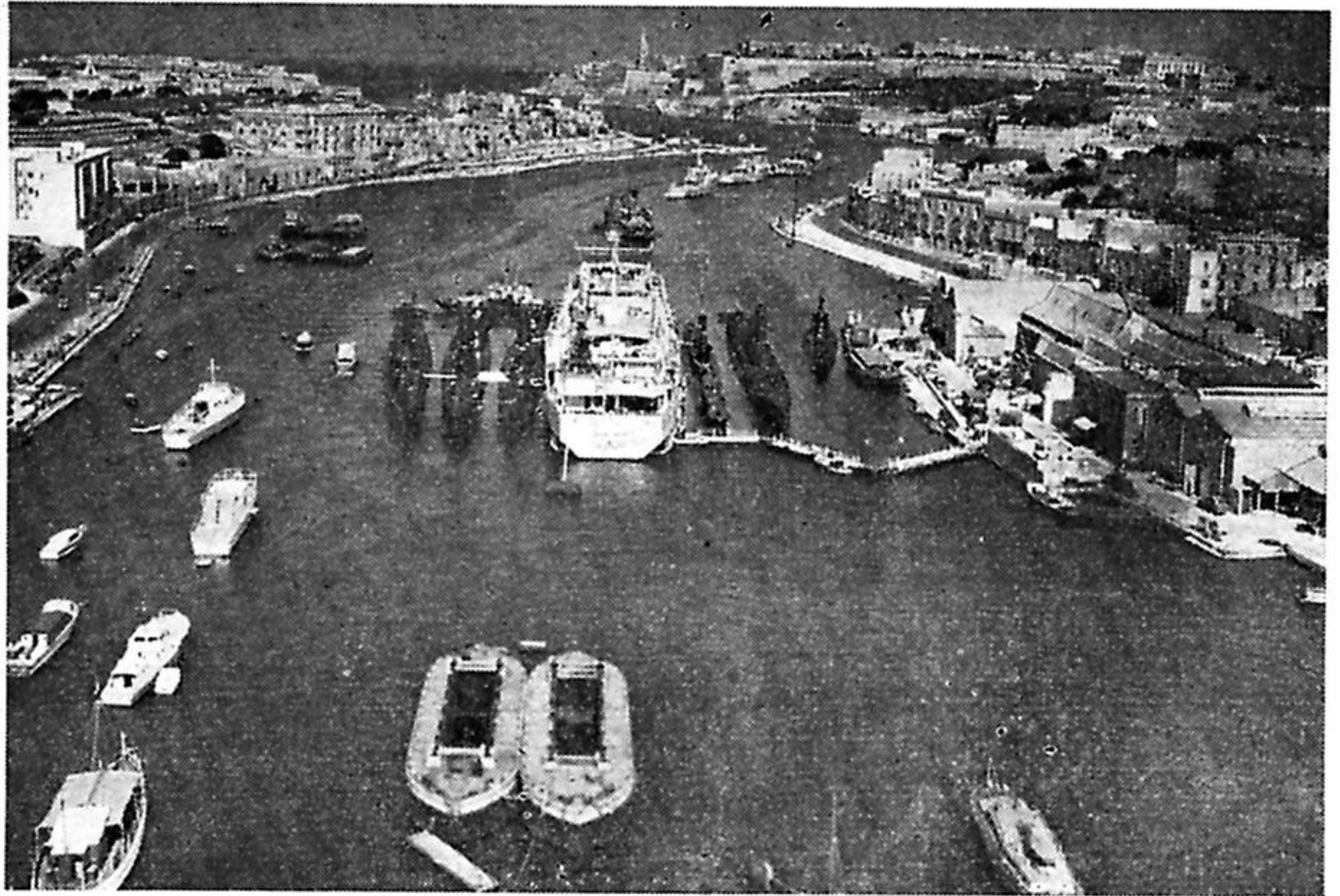
the destroyers berth, and this was a relay which started with Chief Boatswain's Mates rowing dhaisas and continued with many other amusing spectacles.

Saintes' "Buffer" was attired in Chief Wren's clothing to add a feminine touch to an all-male event. The race ended with the First Lieutenants of the four ships on roller skates. It had been fairly even up to this point, but Saintes' "Jimmy" showed evidence of a mispent youth scaring old ladies out of their wits and a handsome win was the result.

INTERRUPTED VISIT

Recently the ship visited southern

NARVIK AND HER NATO BROOD



Last month a photograph of the 7th D.S. in Sliema Creek was published in "Navy News." It produced several letters. This month we publish another creek in Malta—M'Sida—with the submarine depot ship H.M.S. Narvik at her berth. Alongside are six NATO submarines, representing Greece, Turkey, Italy, U.S.A. and Great Britain. This picture will doubtless bring back memories—and not only to the sailors, for on the left of the picture can be seen Whitehall Mansions—the "Wrennery"

Trafalgar's donations

H.M.S. TRAFALGAR paid off and recommissioned for a General Service Commission, Home and Mediterranean Stations, on May 24.

The ship's company, on paying off, donated £70 from the proceeds of the ship's welfare fund as follows:

Royal Sailors' Home Club	£20
R.N. & R.M. Sports Control Board	£15
R.N. & R.M. Orphanage, Waterlooville	£15
Transferred to New Commission	£20

Spain and the port of Almeria, where, one beautiful evening at sunset, a large section of the ship's company were standing on the ramparts of the old Moorish castle (or alcázar) overlooking the town. A troupe of gipsies and flamenco dancers had just performed some very gay Spanish dances in honour of the visit, and both dancers and audience were about to tuck in to an enormous spread of food and vino laid out on tables, the legs of which were almost bending under its weight.

Suddenly a signal was received ordering Saintes to sea to safeguard the interests of a British merchant ship. The ship's company poured down the hill, and within 54 minutes Saintes was away, leaving the citizens of Almeria flabbergasted by the unexpected and sudden departure. However, the scare was soon over, and Saintes returned to enjoy the remainder of the visit. This included more flamenco dancing in, just for a change, the M.(E)'s messdeck.

YOUNG BRANCH HELPS TWO MEMBERS

ALTHOUGH the Aldershot branch of the Royal Naval Association has been in existence only since September last, it has already been of assistance to some of its members.

Through the efforts of the branch

financial assistance has been obtained for the wife of one of the members who has died, and in another case, income tax relief for one of the members, incapacitated through war service, has been allowed.

Royal Naval Officers Uniforms By Bernards

'Uniforms at their best' was how one high ranking Naval Officer described Uniforms by Bernards and that was a very fair description.

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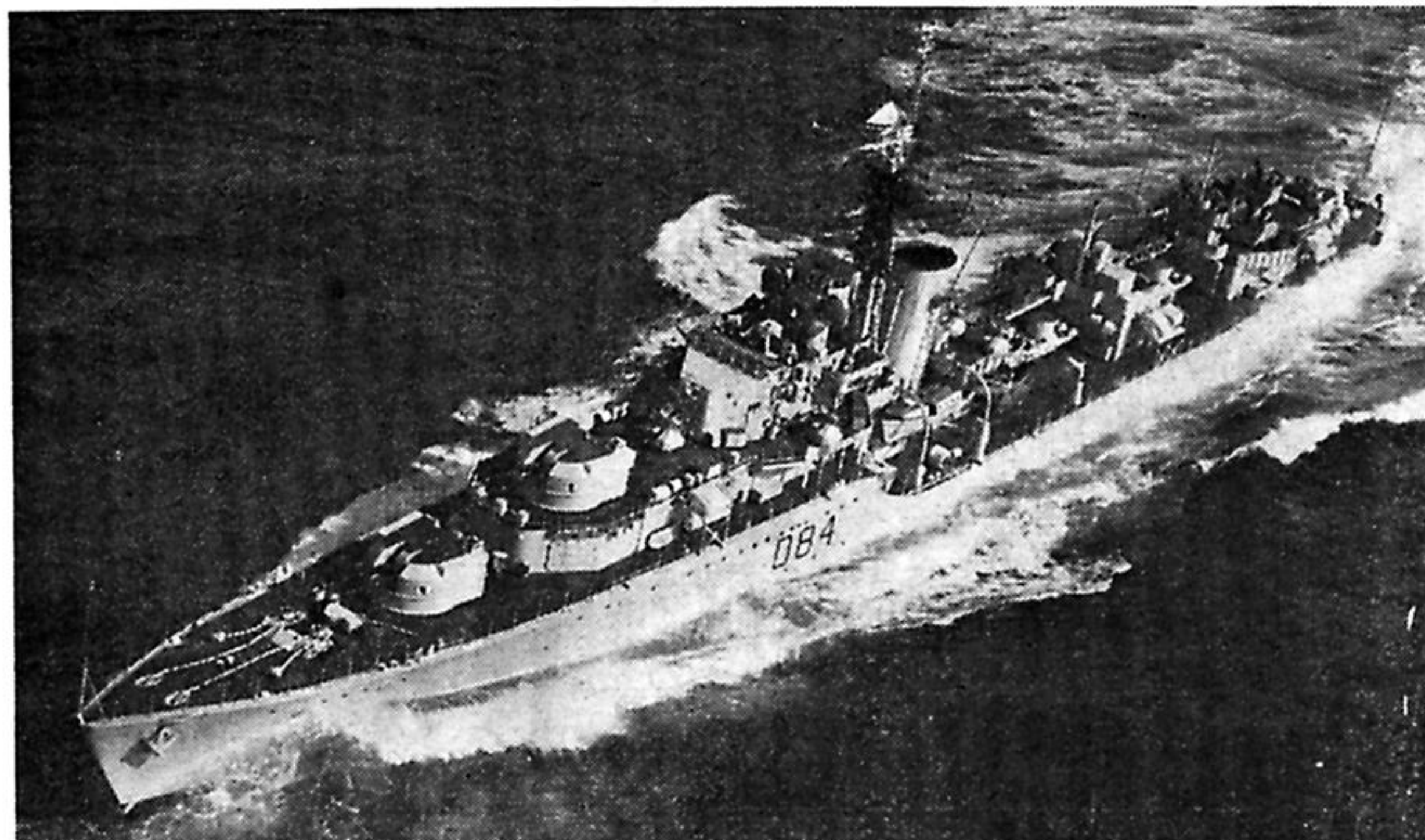
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and at 26, South Street, Malta, 18 The Strand, Sliema, 255/7 Main Street, Gibraltar, Kirkgate, Dunfermline, and at Helensburgh, Londonderry, Milford Haven, Chatham, Lossiemouth, Arbroath, Brawdy, Cuddes, Worthy Down and at H.M.S. Dolphin.



H.M.S. Saintes, a Battle Class destroyer, on a Home/Mediterranean General Service Commission during manoeuvres with the Mediterranean Fleet. She returns to the Home Station in September

'Rigid discipline damped our spirits'

RATED ORDINARY SEAMAN AND ALLOWED TO SMOKE

(In his previous articles Neptune has described how he joined the Royal Navy in October, 1904, his early days at the Royal Naval Barracks, Chatham, his ill-fitting uniform and shorn locks, the poor meals and poor pay. Yet his enthusiasm for the Royal Navy, often damped, was never extinguished.)

ON return from Christmas leave early in January, 1905, it was learned that we were to be drafted to H.M.S. Agincourt (Boscawen III) on the twelfth of the month. This news produced a buoyant atmosphere, which could not be damped down, even the irksome task of mustering bags and hammocks was carried out with great gusto.

The remaining days at Chatham were spent killing time, except for one incident, that brought me into the limelight. The Petty Officer Boy of the Mess, rather a bully, had always exercised his right to serve himself lavishly at the midday meal, and dishing out small helpings to the remainder, except for his pals.

I had always resented this and on a particular day my dinner ration seemed very scanty. I at once took it down to the head of the mess table, and exchanged it quickly with that of the Petty Officer Boy. Silence prevailed for a few seconds, and then, a first-class scrap was on, and pandemonium prevailed.

In rushed the Duty Petty Officer, who stopped the fun, as far as our messmates were concerned. But we entertained the Petty Officers in their Mess by fighting to a finish with gloves on. Although I lost my dinner, I gained much in prestige. It had not been thought that such a quiet chap had a fight in him.

On January 12 we entrained for Portland, reaching there in the early evening, and proceeded on board H.M.S. Agincourt, stowed bag and hammock, joined our messes, and had a meal. Here we were, actually afloat, and what a fascinating shipboard smell, coming probably from old rope.

RIGID DISCIPLINE

Events moved quickly, and within a few days, working to routine, we had already discovered that we were in the grip of a rigid discipline. Our happiest times were when under instructions forenoon and afternoon.

Our training in the early morning was very severe; enough to break the enthusiastic spirit of any lad. One needed a constitution of iron, because the food was quite insufficient to keep body and soul together, and the severe early-morning drill was done on an empty stomach.

Our daily routine commenced at 5 a.m. with "Lash up and Stow"; a wash in the mess tub—20 lads to a tub; half a basin of thick, lukewarm, lumpy cocoa, if your stomach did not revolt;

5.30 a.m. scrubbing decks, bare feet, trousers up above the knee; 6.40 a.m. fall in for drill. Sections were numbered 1, 2 and 3. Follow Section 1 assembled by the foremast, awaiting the pipes "Man the Sheerpole" (a mad rush is made for the bulwarks). "Away Aloft" and up they go, treading on each other's fingers as they endeavour to get in the lead. Missing their footing, and scrazing their shins on the rattings, out over the futtock rigging (a Petty Officer guards Lubber's Hole) inclined outwards at about 60 degrees; they dare not look in any direction. Up and up they go, over the masthead and down to deck level, with feet and shins sore and bleeding, the last down to go over again.

Without a pause, a Sergeant of Marines takes over and, without mercy, shakes them to the core. After 20 minutes of this medicine, they man the boats, with hardly any strength to pull an oar, returning for a meagre breakfast at 8 a.m. Divisions, prayers and instruction followed at 9 a.m.

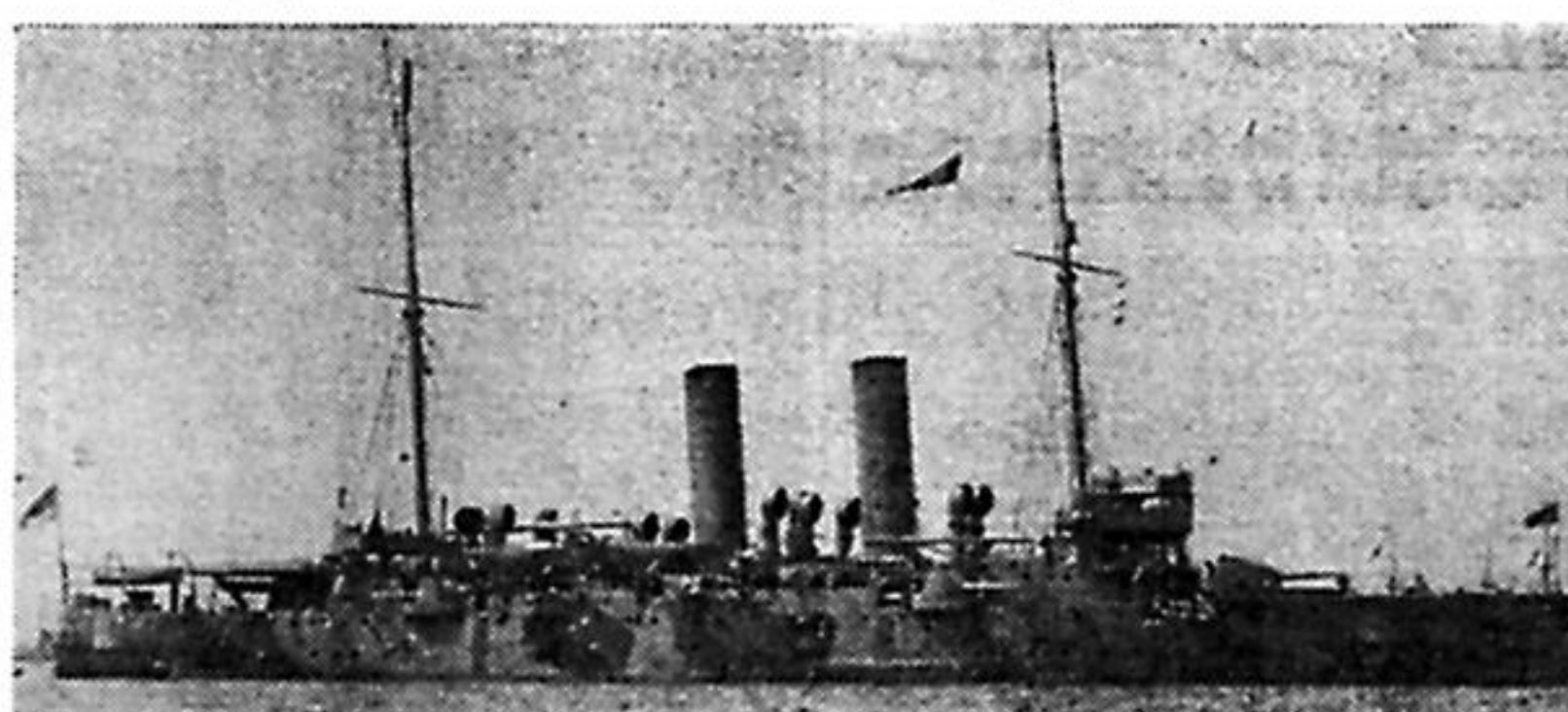
Then at 11.45 a.m., form a square around the mainmast bits, to witness caning and birching—a sickening sight. Punishments over, divisions marched to their messes, each lad lining up abreast an enamelled plate. The "Still" is sounded, and the O.O.D. chants, "For what we are about to receive, thank God," then "Carry On."

What a farce it was to call it a meal: three small potatoes in their skins and a bone with perhaps a little meat on it.

To instructions at 1.15 p.m., 4 p.m. Evening Quarters. The Dog Watches were spent going through the bath and washing clothes. Our pay, 6d. per week (often reduced to 3d. on account of losses of Messtraps). This high rate of pay did not give much scope for buying food from the canteen.

The Ship's Police (as they were called in those days) were always looking for trouble; consequently we existed in an atmosphere of fear.

Many of the lads had food parcels sent to them, in which were hidden



H.M.S. Hawke in 1905. This cruiser was built in 1891 and was torpedoed in the North Sea in October, 1914

cigarettes: these were smoked in the confines of the heads, which the Police raided frequently.

The only real relaxation I had during the four months on Agincourt was when attending a class for confirmation once a week in the Padre's cabin, where I gained the spiritual guidance I so much needed. I was confirmed by the Bishop of Liverpool before leaving Portland.

The training we received whilst on board Agincourt was indeed hard—"kill or cure." I survived, but have often wondered why it was thought necessary. It was no encouragement for recruitment.

At the beginning of May, 1905, the "Particular Service Squadron" returned from a training cruise to the West Indies, and having discharged the trainees, put into Portland to collect lads from Agincourt and proceed on another cruise, which took in Scotland and Ireland. With many others I was drafted to H.M.S. Hawke on May 5.

It proved to be a very happy cruise, excellent training, discipline much less rigid, and very little caning.

At our first divisional muster, the Lieutenant of the Division (Lieut. Andrew Cunningham, R.N.) called my name, and said, "You have been specially recommended for the rating of Ordinary Seaman, you will see the Captain tomorrow." This news greatly thrilled me, I was duly rated, and received a kind word from the Captain. It made little difference, except that I could smoke if I wished, and was now henceforth to be free of the shadow of the cane.

During the four months on Hawke we found our sealegs, and received a good grounding in seamanship and gunnery. Our officers took a great interest in all that we did. The food was good, and we received a whole shilling per week by way of pay. My confidence and pride in the Royal Navy, which had been very much dimmed whilst in Agincourt, returned.

I had much to thank Lieut. Andrew Cunningham for, and it so happened that in July, 1943, then Viscount Cunningham of Hyndhope, and C-in-C. Mediterranean, he appointed me to a very important post in Sicily.

NEPTUNE

Advancements

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer rate or Chief Artificer rate:

To Acting Chief Mechanician
KX. 833658 R. W. Bray
KX 901040 R. M. Weston.
To Chief Electrician
MX 833658 R. W. Bray, MX 835141 R. Healy, MX 856404 C. H. Nicholls, MX 802574 E. A. Wallace, MX 759535 C. T. Ginn, MX 759165 J. D. Crowther, MX 844735 R. C. Hollister, MX 759603 R. A. Baker, MX 758878 A. E. J. Hogg, MX 712388 A. V. Burge.
To Chief Petty Officer
JX 155383 A. A. Potts, JX 155255 H. J. McNally, JX 712560 H. S. Draper, JX 153071 J. L. Miller, JX 161777 D. G. Warth, JX 159638 C. S. Daniell, JX 161171 J. R. Hall, JX 155702 W. G. Pettit, JX 371694 P. P. Webb, JX 646131 J. S. McKnight, JX 157932 K. A. Barton, JX 155218 B. S. Stephens, JX 769329 J. Ogilby, JX 201137 W. J. Bolton, JX 154081 H. R. Scantlebury, JX 166826 V. W. Heath, JX 182054 C. R. Wells, JX 177452 A. D. Johnson, JX 140710 J. A. Seamons, JX 417368 R. Bowler, JX 156265 F. Taylor, JX 161454 E. Whittton, JX 155591 G. F. Larier, JX 157556 W. C. Glover, JX 890931 R. D. Pearce, JX 170317 A. Brockie, JX 145754 H. Armstrong, JX 170940 K. C. Vosper.
To Acting Chief Engine Room Artificer
MX 842910 J. G. Dale, MX 842930 J. Moore.
To Chief Engineering Mechanician
KX 715805 T. Sibbald, KX 93697 P. H. Pescod, KX 772341 F. J. Bolton, KX 128829 J. Wiseman, KX 847206 R. Shepherd, KX 105557 R. G. Idie, KX 817966 J. W. Banister, KX 94293 F. E. Mitchell, KX 109474 R. D. Griffith, KX 524745 A. O. Morgan.
To Chief Shipwright Artificer
MX 842894 J. W. Hann.
To Master at Arms
MX 729936 F. L. C. Wilkinson.
To Acting Chief Ordnance Artificer
MX 818798 I. Norsworthy, MX 708125 L. J. Gillett.
To Acting Chief Electrical Artificer
MX 715805 M. J. Felton, MX 703944 E. P. Lemmon, MX 857485 E. P. Allen, MX 857338 I. E. Davies.
To Acting Chief Radio Electrical Artificer
MX 857684 P. G. Forster, MX 803766 E. A. Marsh.
To Chief Radio Electrician
MX 892611 K. J. Prater, MX 856259 K. Wakefield.
To Chief Petty Officer Writer
MX 860505 J. W. Morrell, MX 642891 S. Shakespeare.
To Chief Petty Officer Cook (S)
MX 65217 A. J. Knight, MX 51335 F. J. Moore, MX 52464 C. R. Organ.
To Chief Radio Communication Supervisor
JX 153727 B. A. Hawkins, JX 712175 W. H. Davis.
To Chief Communication Yeoman
JX 160581 E. Protheroe.
To Sick Berth Chief Petty Officer
MX 782077 A. F. Youell.

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PRUDENTIAL



H.M.S. Bermuda at another birth

LAST CRUISE BEFORE RE-COMMISSIONING TAKES IN SIERRA LEONE'S INDEPENDENCE CELEBRATIONS

THAT the winds of change are still blowing across Africa is well known to the officers and men of H.M.S. Bermuda (Capt. A. D. Robin, D.S.C., Royal Navy). After attending the Nigerian Independence celebrations last autumn, H.M.S. Bermuda's last task of her present commission was to be present at the birth of the Independent State of Sierra Leone.

After sailing from Devonport on April 17, the ship arrived in Freetown a week later in company with H.M. Ships Leopard and Lynx with whom she had rendezvoused the previous day for the transfer of the flag of the Commander-in-Chief, South Atlantic and South America, Vice-Admiral N. A. Copeman. Other ships present in Freetown were H.M.S.C. Algonquin, H.M.N.S. Nigeria, G.N.S. Afadzato (Ghana), and U.S.S. Hermitage.

On arrival at Freetown, the Royal Guard of 100 seamen and the Royal Marines Band from the Royal Marine School of Music, whom H.M.S. Bermuda had the privilege of carrying on this occasion, landed for a quick rehearsal of their part in the tattoo. Brookfield's Recreation Ground provided rather more room for manoeuvre than the ship's quarterdeck had done on the way out.

REGATTA CONFUSION

The following forenoon a Regatta for native boats took place opposite the ship. The duty of starter fell to a certain sub-lieutenant from H.M.S. Bermuda, who was instructed to fire his Very pistol each time the organiser waved his hat. It was unfortunate that when the third race was well under way, the organiser should have decided to use his hat as a fan. The resulting bang caused some confusion among the racing crews.

INDEPENDENCE!

In the evening the Tattoo and Independence Ceremony took place. The vast crowd enjoyed a fine display of military ceremonial, in which the Royal Marines Band and the Royal Guard from H.M.S. Bermuda played their parts with distinction. Small detachments from the other Commonwealth Navies also appeared in the final assembly. At midnight, came a moving moment when the lights were extinguished. When they came on again, the Union Flag had been replaced by the green, white and blue of Sierra Leone. After a moment's silence, great shouts of "Independence!" went up from the enthusiastic crowd and hundreds of motor-car

horns outside the arena sounded a raucous salute.

At 8 a.m., all ships present dressed overall and fired a 21-gun salute to Sierra Leone. In the evening, a State Ball was held at which the dance band section of the Royal Marines Band provided the music.

H.M.S. Bermuda's last official engagement was a reception on board on Friday evening. The 150 guests invited included the Prime Minister of Sierra Leone, Sir Milton Margai, to whom Capt. Robin had earlier presented a telescope on behalf of the Royal Navy.

TRADITIONAL DANCING

During the visit, most of the ship's company had an enjoyable time. Hospitality was extended by the residents of Freetown, and swimming at the

splendid Juba and Lumley beaches was very popular. Exhibitions of traditional dancing by various tribes from all over the country were an added attraction and one group of dancers came on board. Their dancing tour of the ship provided much amusement for the onlookers and caused some distress to the Royal Guard with whom they got involved, just as the Guard was preparing to go ashore.

The ship sailed early on Saturday, April 29, and arrived at Las Palmas in the Canary Islands the following Tuesday. The two-day stay there was very relaxing for all except the Royal Marines Band who, on Tuesday, gave a concert and beat "Retreat" opposite the Civil Governor's Residence, in the centre of the town.

60,000 MILES

Flying the paying-off pennant and completing 60,000 miles, H.M.S. Bermuda arrived in Portsmouth on May 8, thus ending the last cruise of a commission which began on April 30, 1959.

H.M.S. Bermuda recommissioned on May 16, under the command of Capt. M. G. R. Lumby, D.S.O., D.S.C., Royal Navy, for service with the Home Fleet.



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A HISTORY OF THE ROYAL NAVAL BARRACKS PORTSMOUTH

Edited and compiled by

Instructor Lieutenant D. J. Dwyer, B.A., Ph.D., R.N.

This book deals with the evolution of the present Naval Barracks at Portsmouth from the days of the old hulks of the nineteenth century to the present buildings.

It gives also, interesting accounts of the Stokers' Riots of 1906, which led to so much controversy, and of Naval activities in the Barracks during two World Wars.

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The Royal Navy's team for the Inter-Service Basketball Championship. Back row: P.O. Owen (coach), P.O. Saunders, R.A.E. 2 Brown, S./Lieut. Pearson, Str. Rufus, Mnc. Geater, Lieut. McGillivray (manager). Front row: E.M. Watkins, E.A. Offord, S.B.A. Stretton, P.O. Newman (capt.), R.E.A. 2 Howard, R.E.A. Crotty, E.A. Ashworth

Basket Ball is a Man's Game

NAVY NOT DISGRACED IN INTER-SERVICE CONTESTS Two get Services Colours

THE Inter-Services Basketball Championship was held at R.A.F. Cosford, on April 14 and 15, 1961. These championships were discontinued from 1953-1959 and revived in 1960.

Basket-ball is gradually becoming more popular in the Navy since new entries to the Service have been taught this sport in school and, as a matter of interest to those sceptics who look upon basket-ball as an effeminate game, the following extract from "Sports and Recreations in the Royal Navy" is worth digesting:

"Basket-ball is essentially a man's game and bears little resemblance to the women's game of netball. It is a very fast game, played in a restricted space."

Since 1960, when the Royal Navy team were hopelessly beaten by the Army and Royal Air Force, much effort has been made to help raise the standard of Navy basket-ball and the 1961 Championships proved very heartening. Although beaten by both the other Services the standard of Navy play showed considerable improvement on the previous year's performance. Through their efforts both the Army and the Royal Air Force are proud to have a number of international players and this reflects the different standard of basket-ball between the other two Services and the Navy today.

CONCENTRATED TRAINING

In an endeavour to improve the basket-ball ability and technique of the Navy team in the 1961 Inter-Services Championships, a number of players (selected from the inter-Command Championships) joined R.N. Barracks, Portsmouth, on Easter Monday, for a week's concentrated training and coaching. Some players, as well as the team manager (Ins. Lieut.-Cdr. R. McGillivray, R.N.) and the team coach (P.O. A. C. Owen) gave up part of their leave to fulfil this commitment.

On April 7 the team journeyed to London for a match with the Polytechnic Club which team included a line-up of six international players. It was a strenuous match and, although the opposition was strong, good value resulted. The final score was Polytechnic 96, Royal Navy 57. The team

stayed in London overnight and watched the National Basketball championships at the U.S.A.F. Base, Ruislip.

CLOSE GAME

Next day the team returned to Portsmouth for a match with the Boreham Wood Bullets, who had recently caused an upset in the National League by defeating the League leaders—Birmingham Delabran. After a close, exciting game, and by keeping the Bullets' 6 ft. 9 in. giant (Terry Edwards) under some control, the result was Royal Navy 44, Bullets 42.

On the Monday evening, after a hard training session, the team travelled to Aldershot to meet the Eagles, a National League team and runners-up in the 1961 National championships. The match was played over two periods of 30 minutes each way to give the Royal Navy team the best possible workout. At half-time the score was level at 18 points each and remained level until ten minutes before the end, when the Eagles took advantage of a few careless mistakes by the Navy and went on to win by 54-44. The Eagle's two international players, Donovan and Whitmore, scored 16 and 14 points respectively. Writer Rufus was the top Navy scorer with 17 points.

By Wednesday the concentrated training period was complete, except for the final match in the evening with the combined Portsmouth Leagues—won by the Navy 35-31.

The team arrived at R.A.F. Cosford on Thursday, April 13, and played their first match with the Army on Friday. After ten minutes' play the Navy team were in command, leading by 15 points to 12, and the prospects of beating the Army looked quite hopeful. However, the Army team's tactics, coupled with some good snapshooting, gave them a lead of 26 points to 16 at half-time. Although the Navy team kept up the pressure they were unable to decrease the Army's lead and the final score resulted in a win for the

Army by 54 points to 33. Top scorers for the Army were McGregor 14 and Harrison ten points; for the Navy, Rufus ten points.

PERFECT SHOOTING

On Friday, the Navy faced the all-powerful R.A.F. side with their six internationals, who are coached by Sgt. A. Wilkinson, who also coaches the Great Britain team. The superior R.A.F. team soon forged ahead, but they were made to fight the whole way. The half-time score was R.A.F. 43, Navy 15 points. The R.A.F. shooting was perfect and with their international talent and experience they went on to win by 77 points to 31. Again the Navy played good basket-ball and did extremely well against such strong opposition.

The final result of the inter-Service championship was: 1st, R.A.F.; 2nd, Army; 3rd, Royal Navy.

To end the series a Combined Services team played the A.B.B.A. representative England team on Saturday afternoon and won 63-47. P.O. Newman and Writer Rufus were selected for the Combined Services and gained their colours.

NEXT COURSE

Navy basket-ball has certainly improved since 1960, but the standard is still below that of the Royal Air Force and, to a lesser degree, the Army. The question is—how to improve our standard? More officials and coaches are required, so if you are interested in qualifying put your name forward through your Sports Officer to attend the next course at the R.N. School of Physical Training from September 25 to 29, 1961.

Perhaps a different form of Navy competition to encourage greater unit participation would help raise the standard. If basket-ball enthusiasts agree, then ask your Sports Officer to forward any suggestions for consideration at the annual general meeting to be held in September, to the Hon. Secretary of the R.N. Amateur Basketball Association at the R.N. School of P.T.

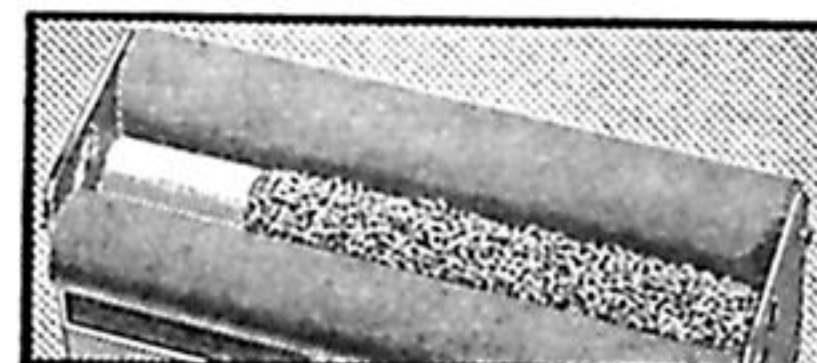
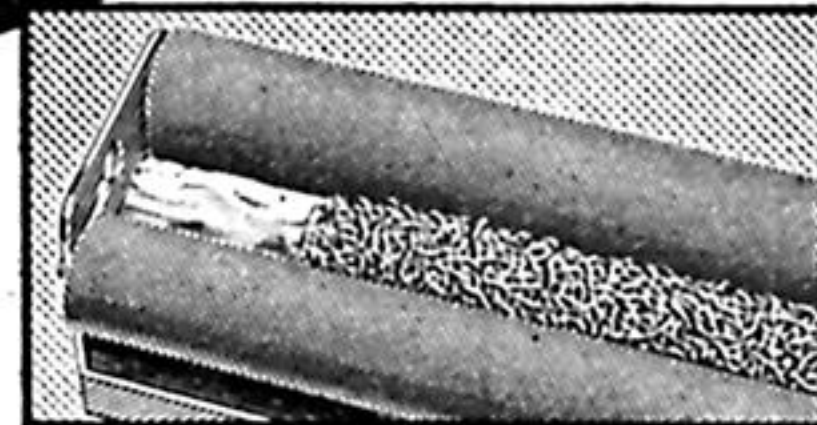
CIVILIAN COMPETITORS

It was interesting to observe that the international players of the Army and Royal Air Force all belong to civilian clubs. Although Navy sport takes precedence, the experience of top-class civilian competition (not only in basket-ball) is invaluable and should be encouraged. To really improve personal (and ultimately Navy) standards individuals are most strongly recommended to join good civilian clubs, and unit teams should participate fully in civilian competitions.

R.A.F. Cosford is a sportsman's paradise. The huge converted workshops provide indoors sports facilities on a vast scale, including a 220 and 250 yards athletics track, with a 100 yards straight, basket-ball pitches, seven-a-side soccer, tennis and cricket nets. There is a splendid swimming bath and a completely enclosed modern athletics and sports arena, apart from the usual games pitches.

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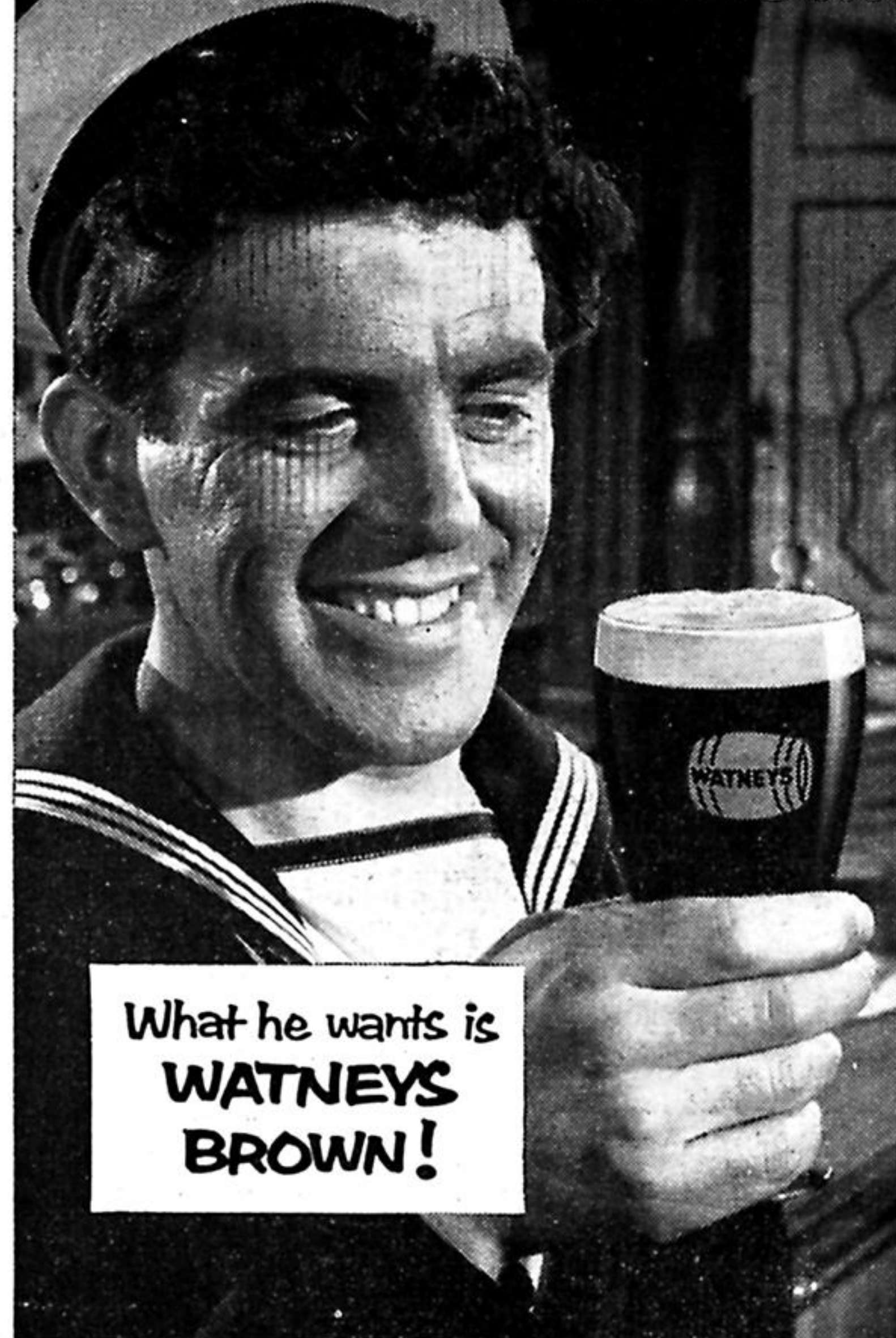
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